

TD 5.2: M 53/3/992

U.S. Department
of Transportation

United States
Coast Guard



Merchant Marine Deck Examination Illustration Book

Jan.
1992

13 1992

MS 117 THW

This publication contains illustrations to be used in examinations
for deck merchant marine licenses and documents.



9 JAN 1992

COMDTPUB P16721.6A

COMMANDANT PUBLICATION P16721.6A

Subj: Merchant Marine Deck Examination Illustration Book

1. PURPOSE. This publication contains illustrations needed by an applicant during an examination for a merchant marine deck license or endorsement on a merchant mariner's document.
2. DISCUSSION.
 - a. Applicants testing for merchant marine deck licenses and merchant mariner's document endorsements may have to answer questions that refer to an illustration or diagram. This publication contains the illustrations needed.
 - b. The Coast Guard uses a computerized random generation system for creating examination modules. To streamline the process of creating module test booklets, the illustrations needed to answer exam questions have been incorporated in examination illustration books. This allows applicants to view both the exam question and the illustration it may refer to at the same time.
 - c. The January 1992 edition of this publication contains all illustrations required by questions in the question bank as of January 1992.
3. PROCEDURE.
 - a. This publication is effective upon receipt. It supersedes the September 1988 edition. Regional Examination Centers (RECs) shall destroy the covers of the September 1988 edition and discard the remainder of each book.

DISTRIBUTION—SDL No. 129

	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z
A																										
B		1	1		1		1	1						1				1								
C					*								*													
D																										
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NON-STANDARD DISTRIBUTION: (See page 2.)

9 JAN 1992

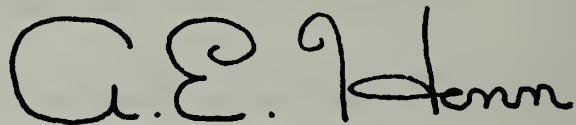
3. b. RECs will make this publication available to applicants testing with a deck merchant marine examination. Applicants who have purchased copies of this publication from the Government Printing Office (GPO) may not use their personal copies. Each REC is to allow only the REC copies of this publication to be used in the exam room. The covers of this publication held by the RECs will be pecan; the covers of this publication available to the public through GPO will be yellow.

4. ORDERING INFORMATION.

- a. RECs will be provided with an initial supply of this publication. Replacement and additional copies are available from Commandant (G-MVP-5), FTS 267-2705, Commercial (202) 267-2705.
- b. The public and other Coast Guard units may order copies of this publication from the GPO at the following address:

Superintendent of Documents
U.S. Government Printing Office
Washington, DC 20402

This book may also be ordered by telephone and charged to a national credit card by calling (202) 783-3238.



A. E. Henn
Rear Admiral, U. S. Coast Guard
Chief, Office of Marine Safety,
Security and Environmental Protection

Non-Standard Distribution:

C:e Toledo (350); Boston, Miami (225); New Orleans (150); Baltimore, San Francisco, Honolulu (125); Charleston, San Juan, Long Beach, Anchorage, Houston (75); Portland, Memphis, St. Louis, Puget Sound (50); Juneau, Norfolk, Guam, Ketchikan (25) (only).

C:m New York (250) (only).

MERCHANT MARINE DECK EXAMINATION ILLUSTRATION BOOK

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INSTRUCTIONS

1. Some of the questions in the deck examination booklets require the use of an illustration or diagram to answer the question. All of these illustrations and diagrams are contained in this publication.
2. If a question requires the use of an illustration or diagram, it will be specifically stated in the lead-in sentence, or stem, of the question. For example, if the question in your examination booklet is, "Which of the symbols in illustration D018NG represents a warm front?", you must find illustration D018NG in this book in order to answer the question.
3. The illustrations in this publication are divided into chapters based on the two letter abbreviation at the end of the illustration number. The abbreviations indicate the general area from which the illustration was taken and are listed below. The Rules of the Road diagrams are contained in the first chapter and are identified by number only.

DG - Deck General
NG - Navigation General
SA - Safety
SL - Sail
4. Some illustration numbers have been reserved in this publication for continuity purposes and for future use. The illustrations formerly associated with these numbers have been either cancelled or incorporated into the Stability Data Reference Book (COMDTPUB P16721.31).
5. Applicants taking an examination who wish to make a comment or protest concerning any illustration or diagram in this publication should complete a Comment/Protest form for the question involved and give it to the examiner.
6. Individuals not taking an examination who wish to make a comment on any illustration or diagram in this publication should send a written comment, citing this publication and each illustration or diagram commented on, to:

Commandant (G-MVP-5)
U.S. Coast Guard
DECK ILLUSTRATION COMMENT
2100 Second Street, S.W.
Washington, D.C. 20593-0001

All written comments submitted by the general public will be reviewed prior to revising this publication. All comments are welcomed and written comments will receive a letter or postcard indicating that they were received. Valid comments will be incorporated into this publication.

RULES OF THE ROAD

CHAPTER 1 RULES OF THE ROAD

DIAGRAM 1

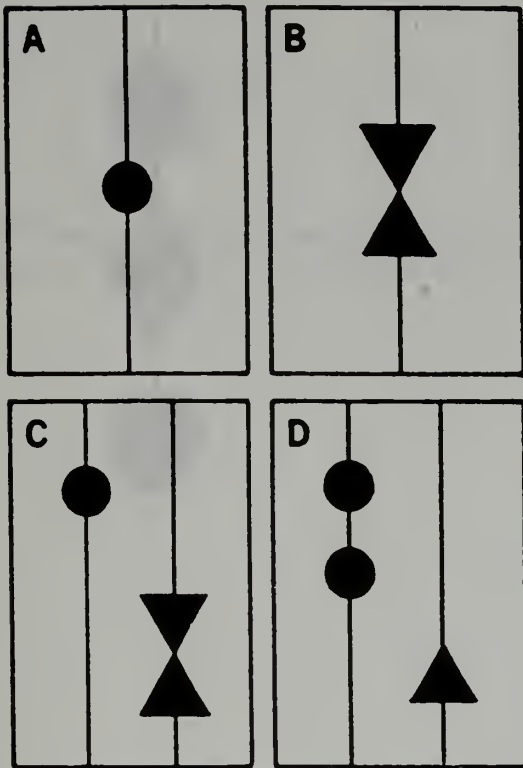


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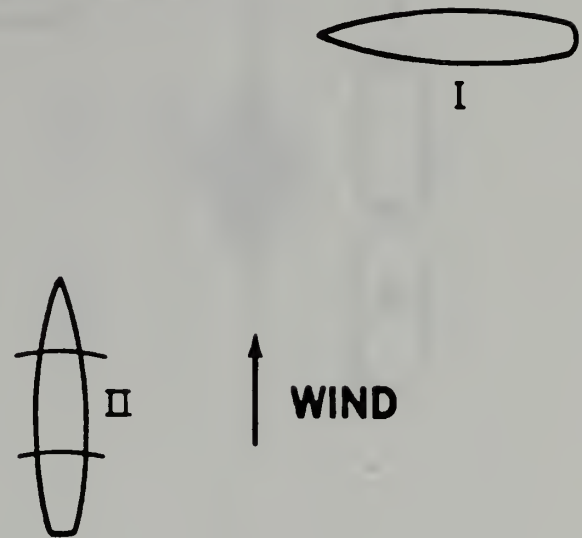


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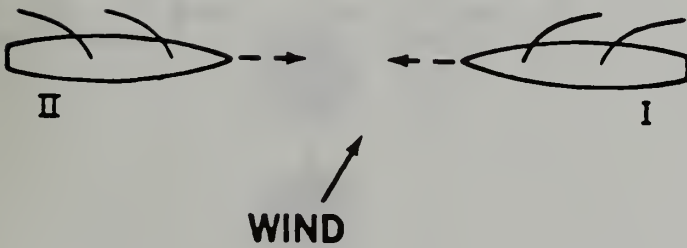


DIAGRAM 4



DIAGRAM 5

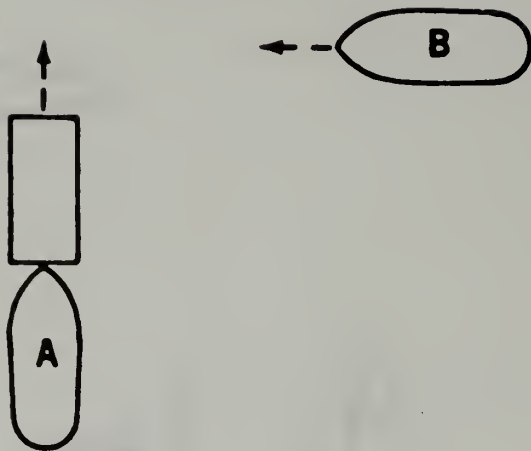


DIAGRAM 6



DIAGRAM 7



DIAGRAM 8

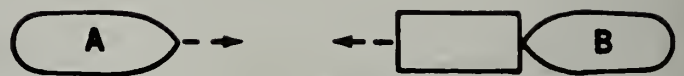


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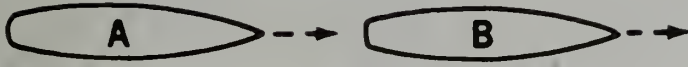


DIAGRAM 10



DIAGRAM 11



DIAGRAM 12

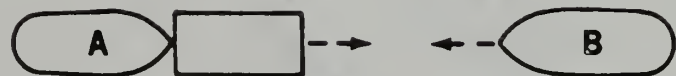


DIAGRAM 13



DIAGRAM 14

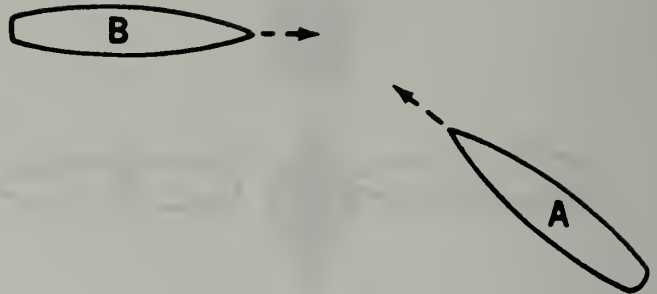


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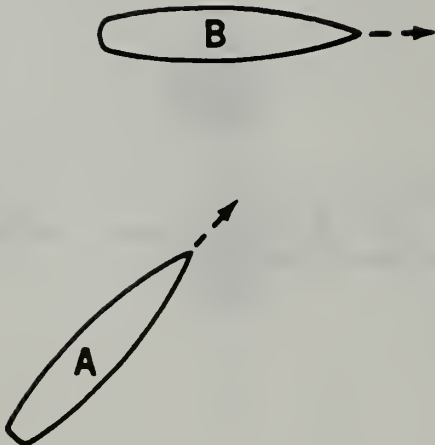


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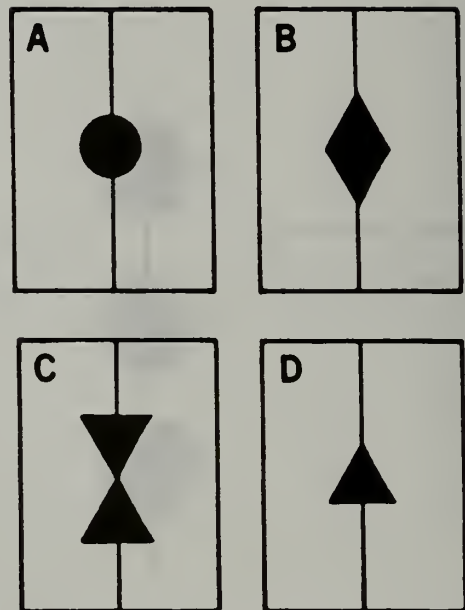


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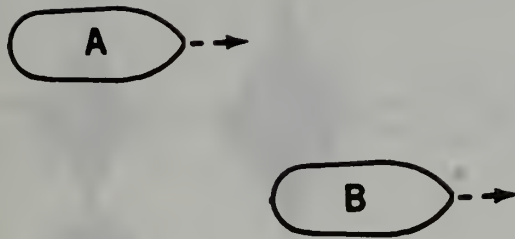


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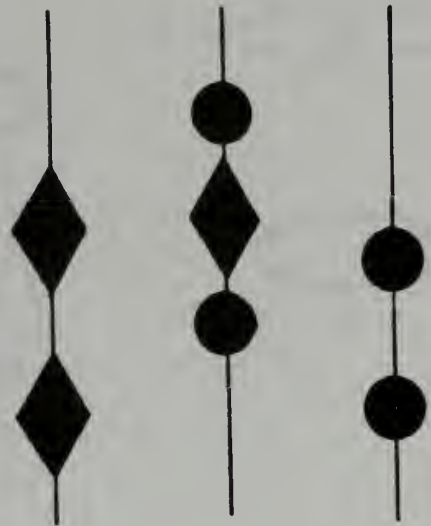


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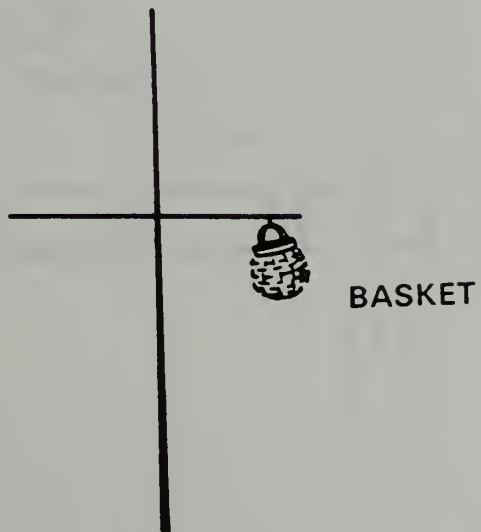


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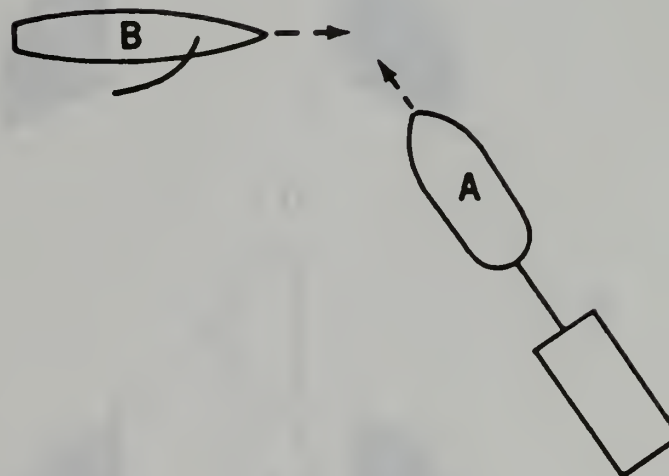


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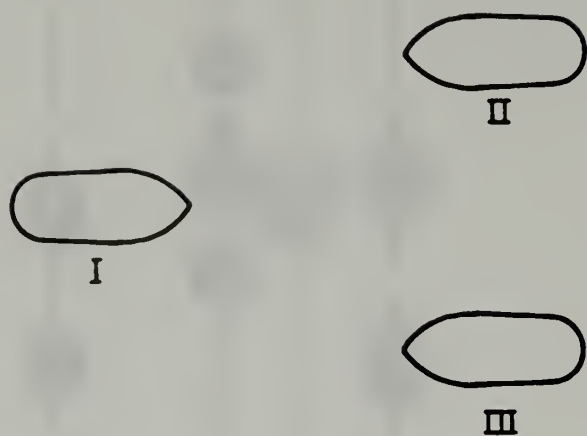


DIAGRAM 22



DIAGRAM 23

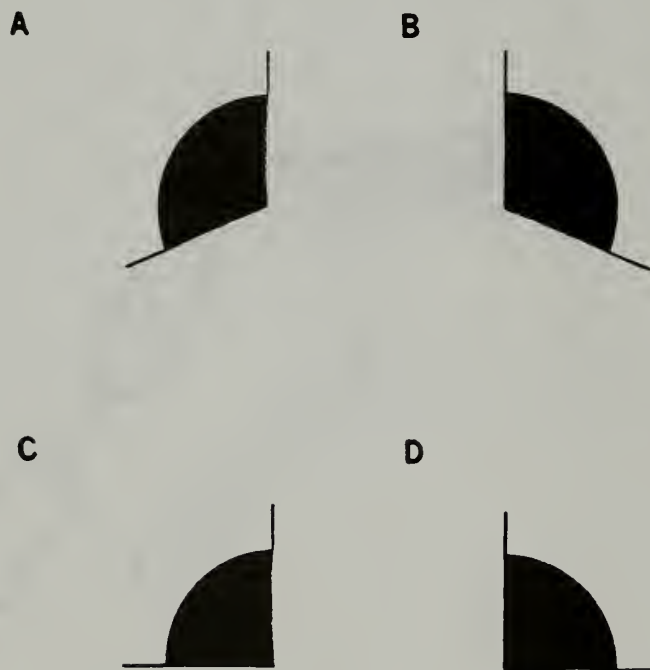


DIAGRAM 24



DIAGRAM 25



DIAGRAM 26

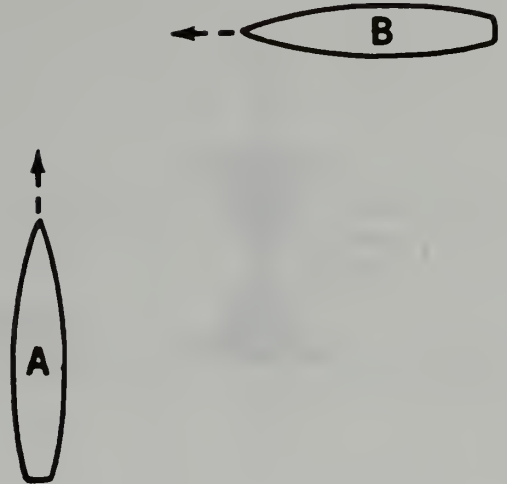


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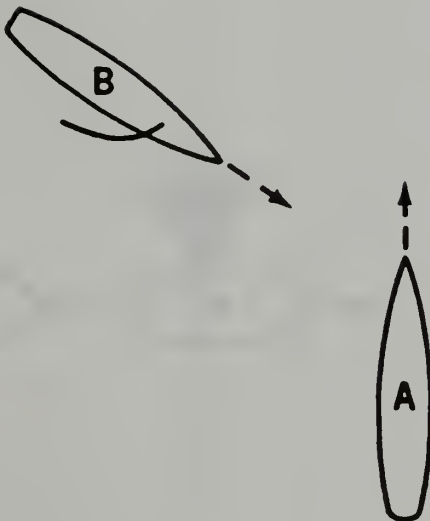


DIAGRAM 28



DIAGRAM 29

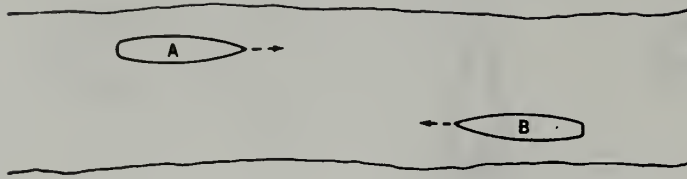


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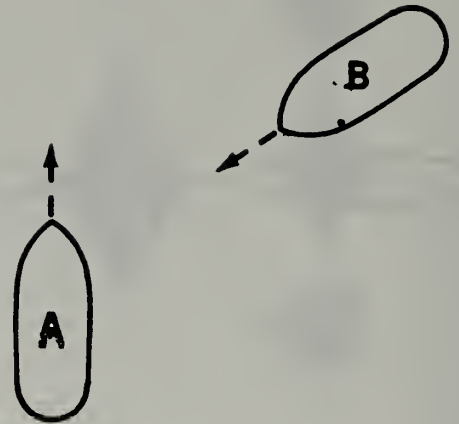


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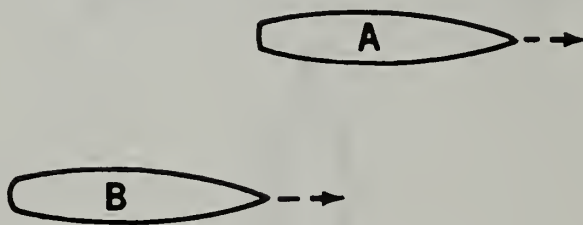


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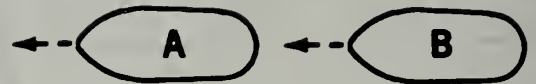


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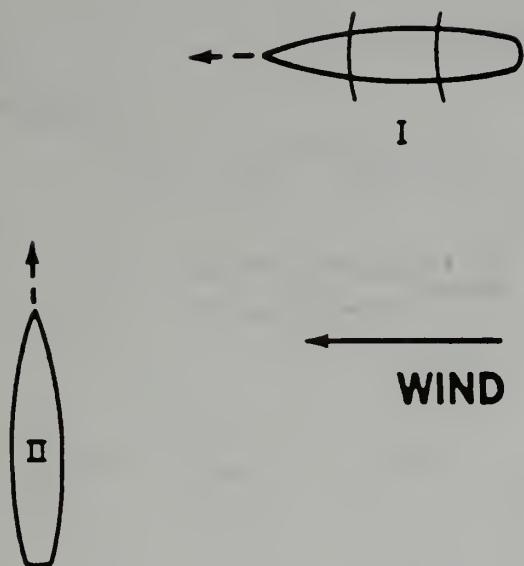


DIAGRAM 34



DIAGRAM 35



DIAGRAM 36



DIAGRAM 37

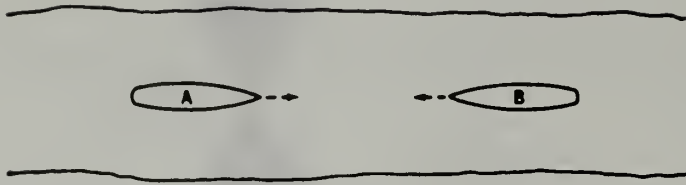


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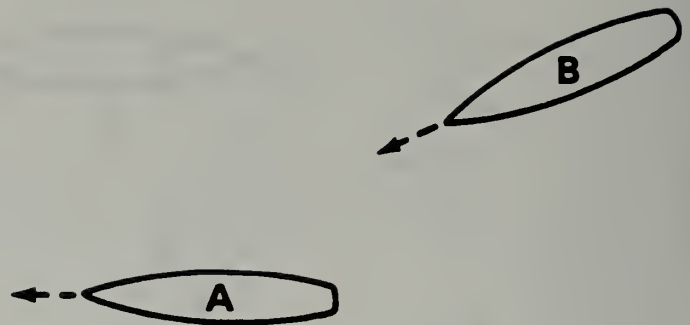


DIAGRAM 39



DIAGRAM 40

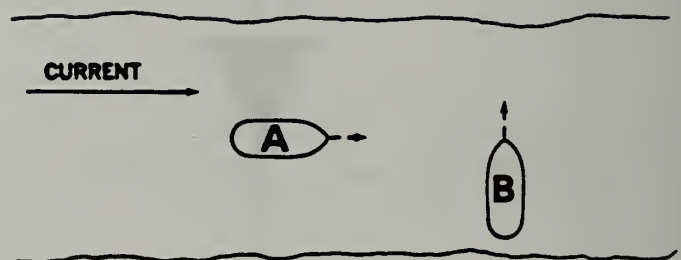


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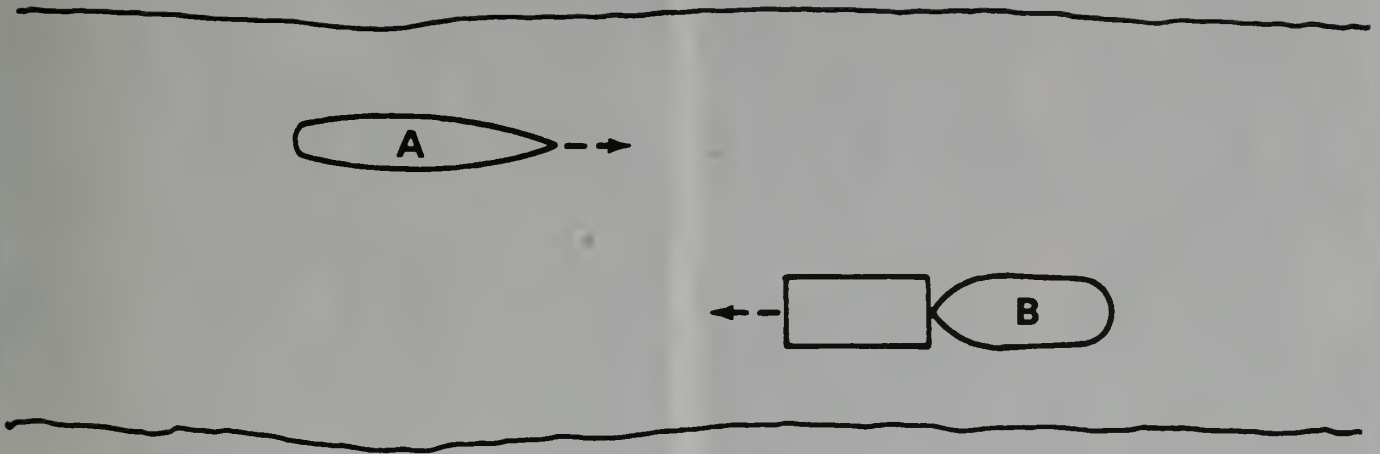


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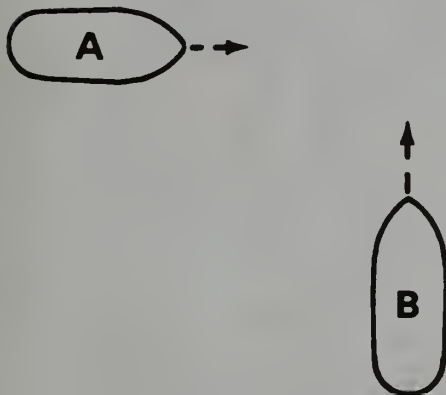


DIAGRAM 43



DIAGRAM 44

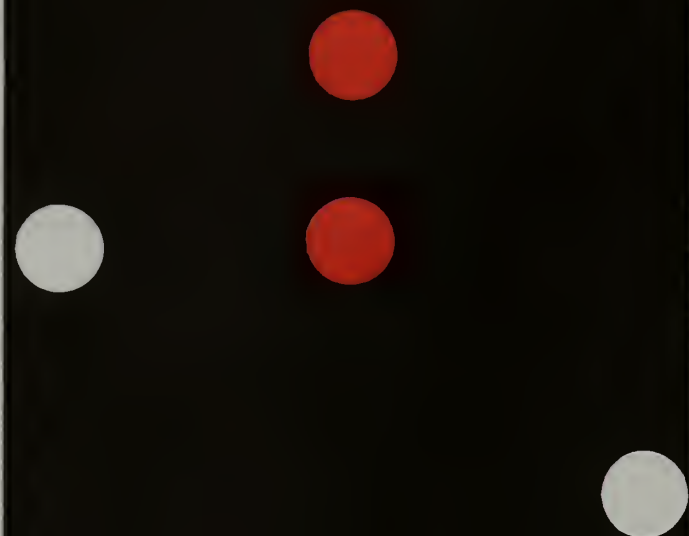


DIAGRAM 45



DIAGRAM 46



DIAGRAM 47



DIAGRAM 48

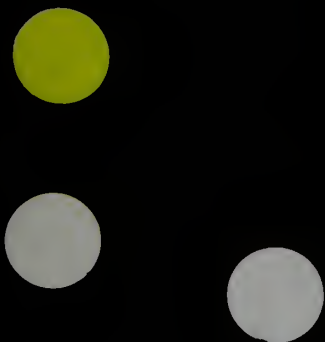


DIAGRAM 49



DIAGRAM 50

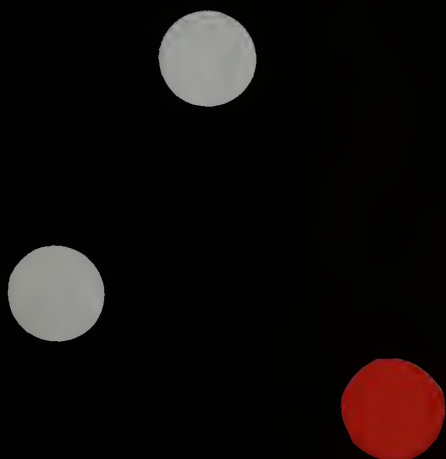


DIAGRAM 51



DIAGRAM 52

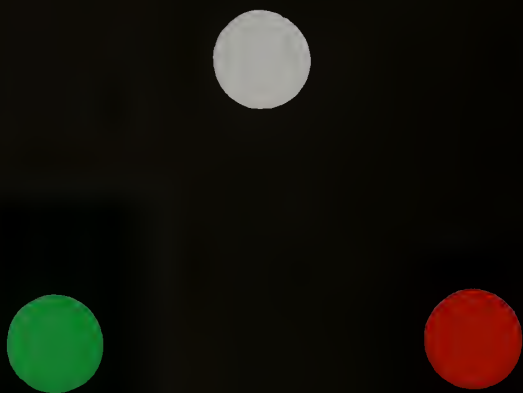


DIAGRAM 53



DIAGRAM 54

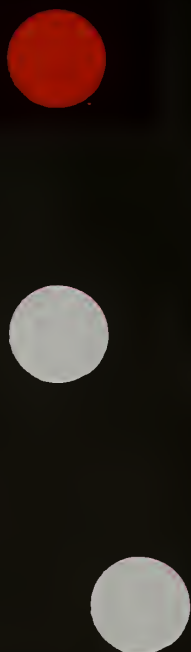


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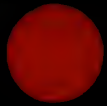


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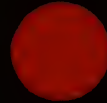


DIAGRAM 58



DIAGRAM 59



DIAGRAM 60



DIAGRAM 61



DIAGRAM 62



DIAGRAM 63



DIAGRAM 64

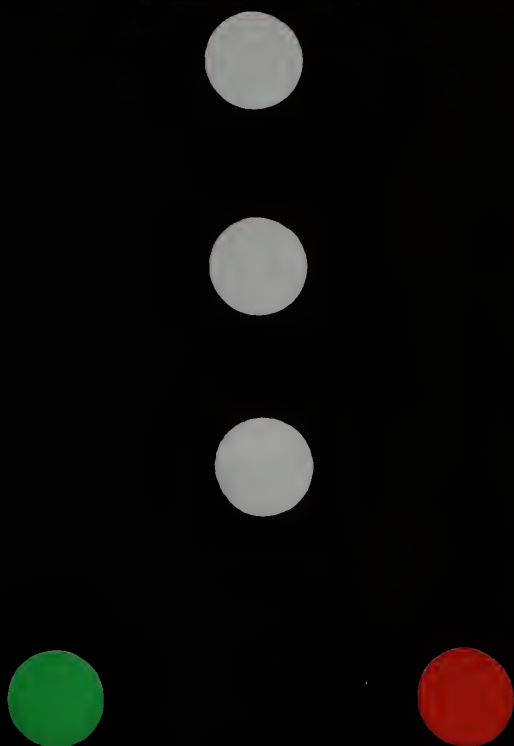


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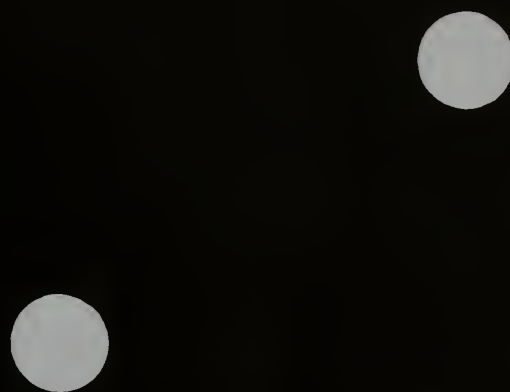


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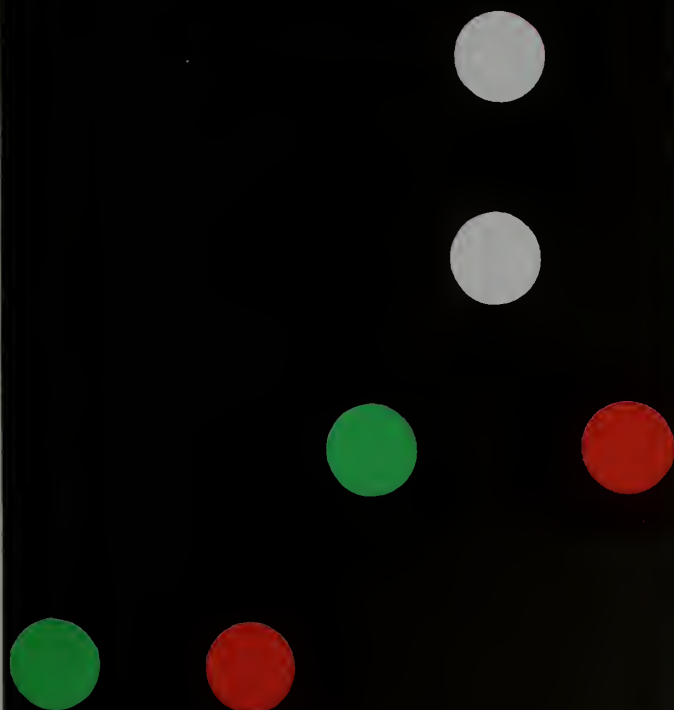


DIAGRAM 67



DIAGRAM 68



DIAGRAM 69

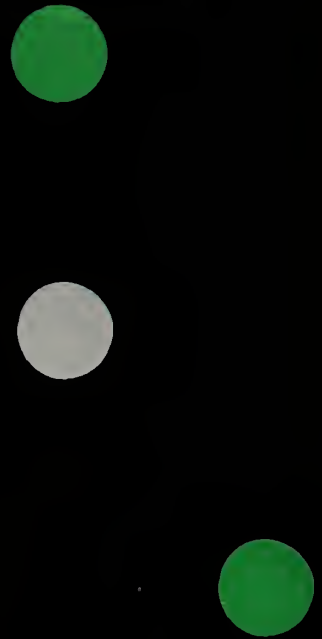


DIAGRAM 70



DIAGRAM 71

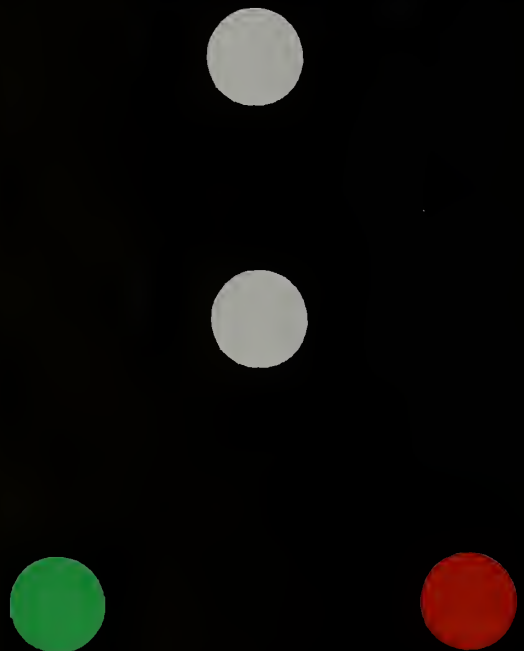
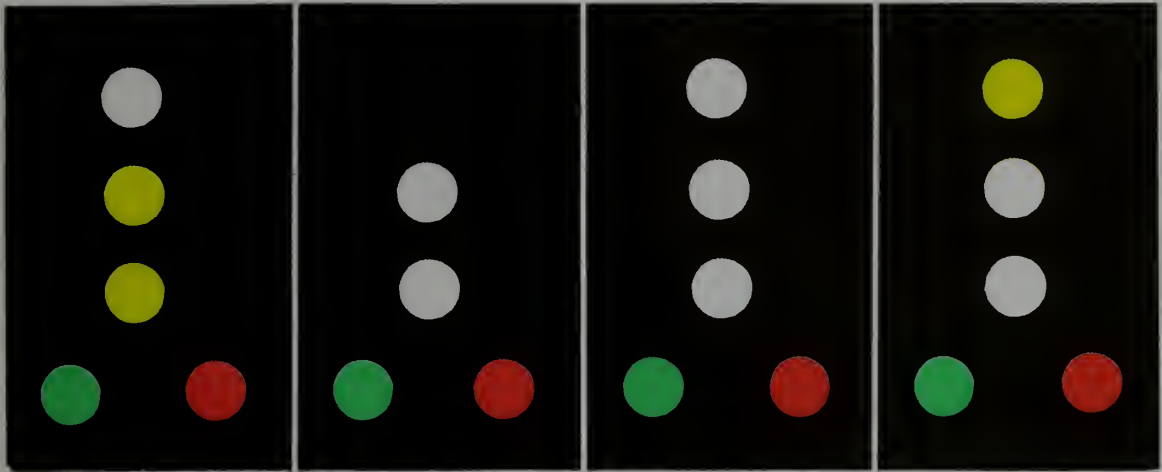


DIAGRAM 72



A.

B.

C.

D.

DIAGRAM 73

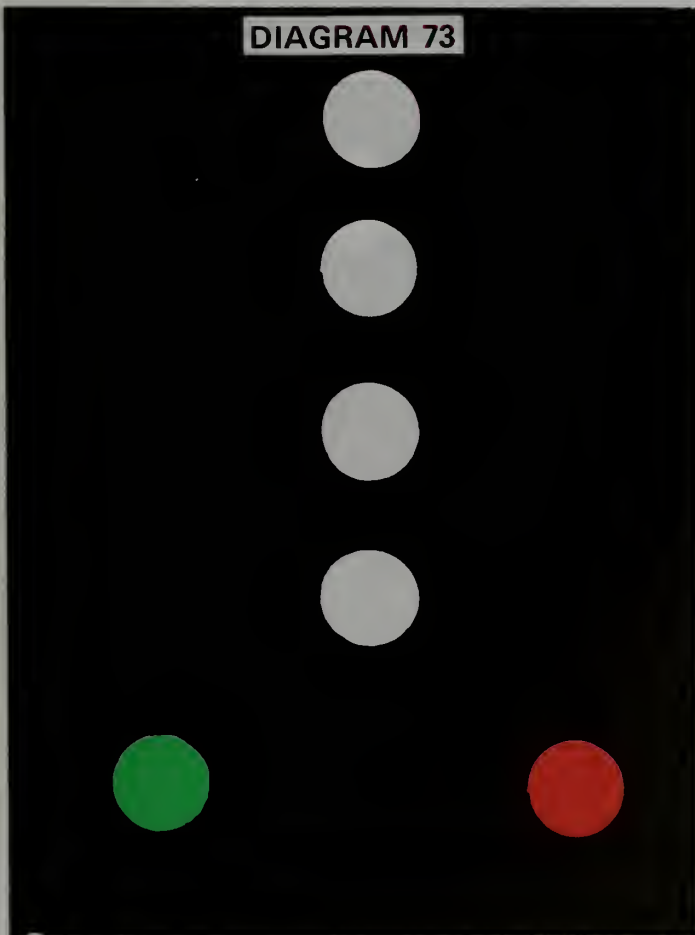


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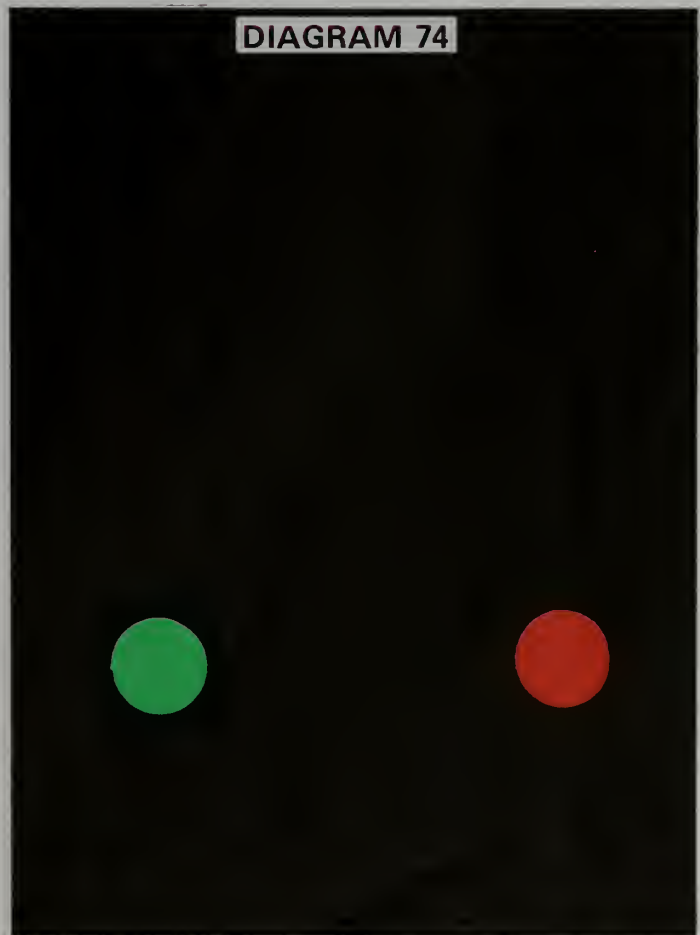


DIAGRAM 75



DIAGRAM 76



DIAGRAM 77

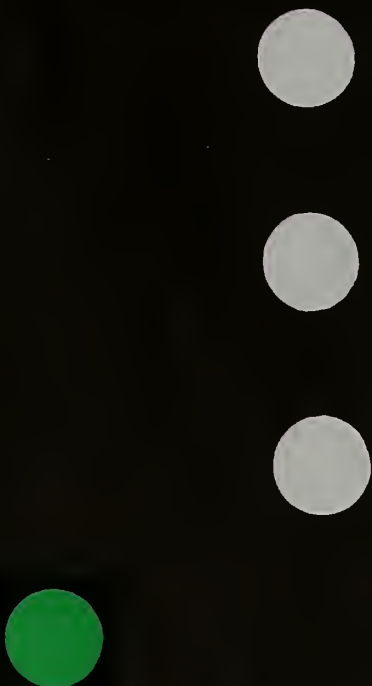


DIAGRAM 78



DIAGRAM 79

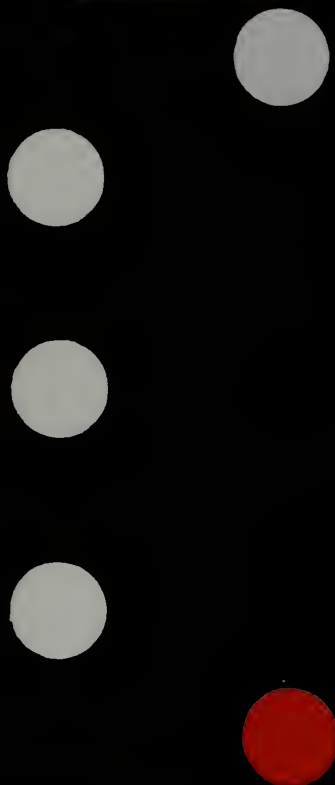


DIAGRAM 80



DIAGRAM 81

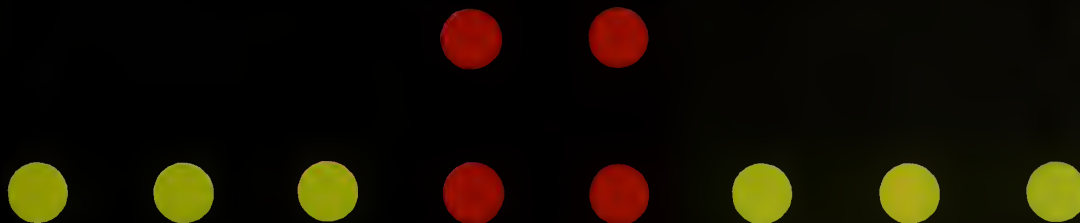


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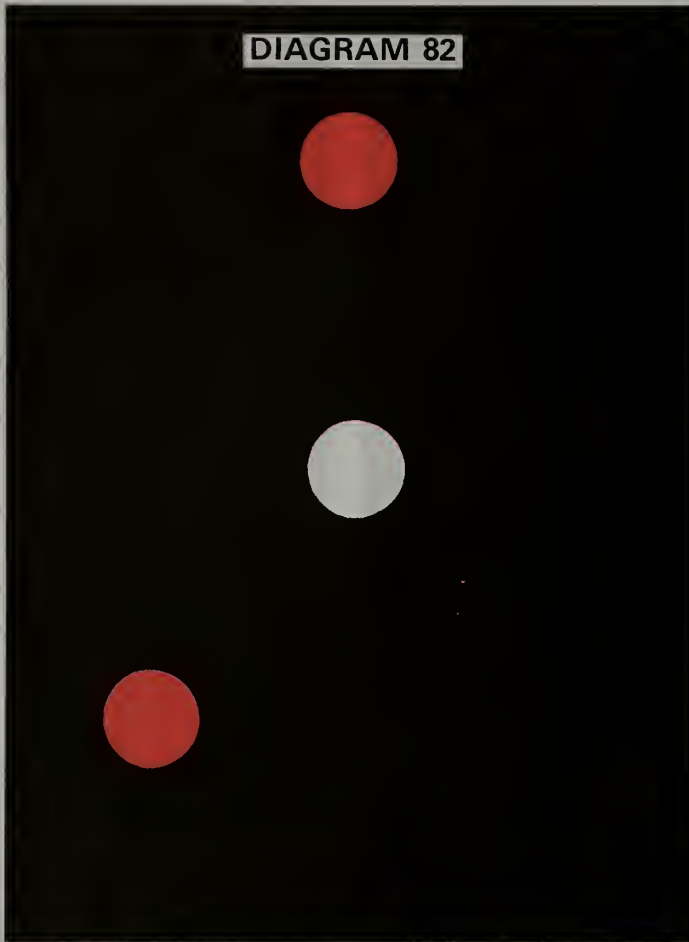


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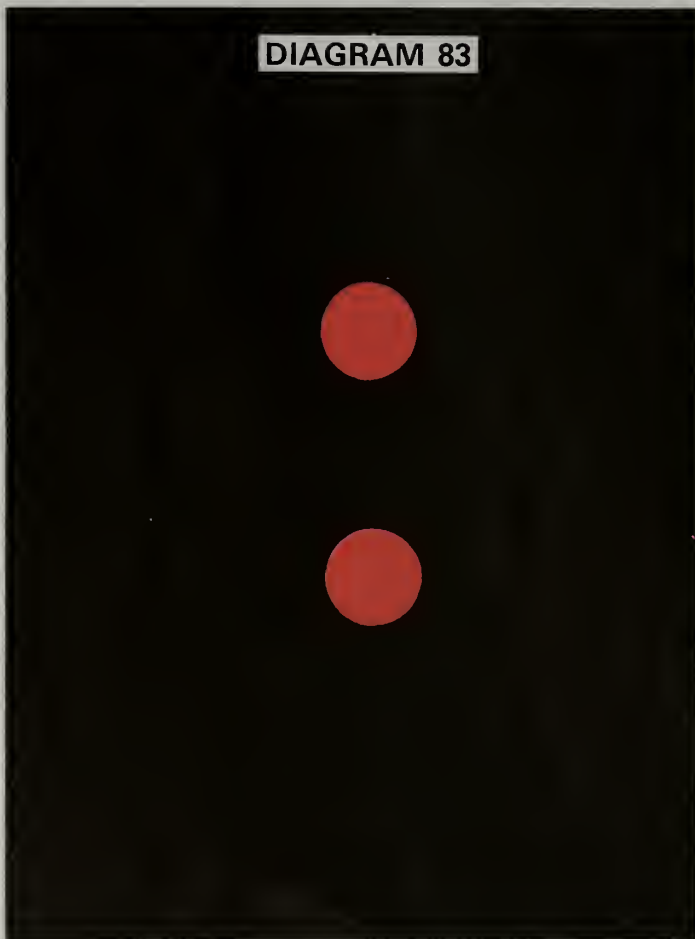


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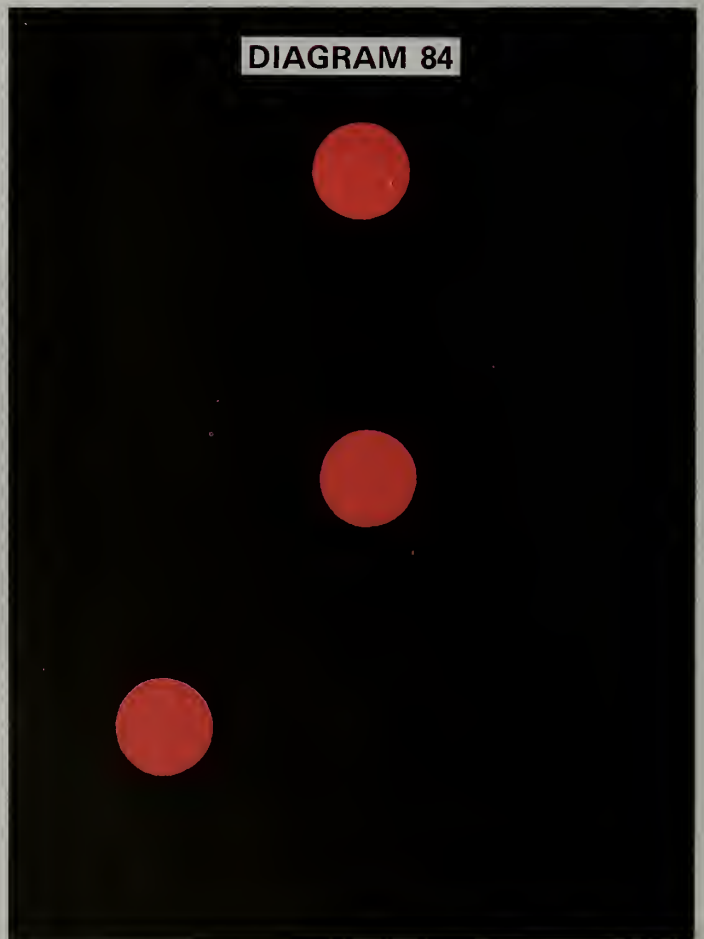
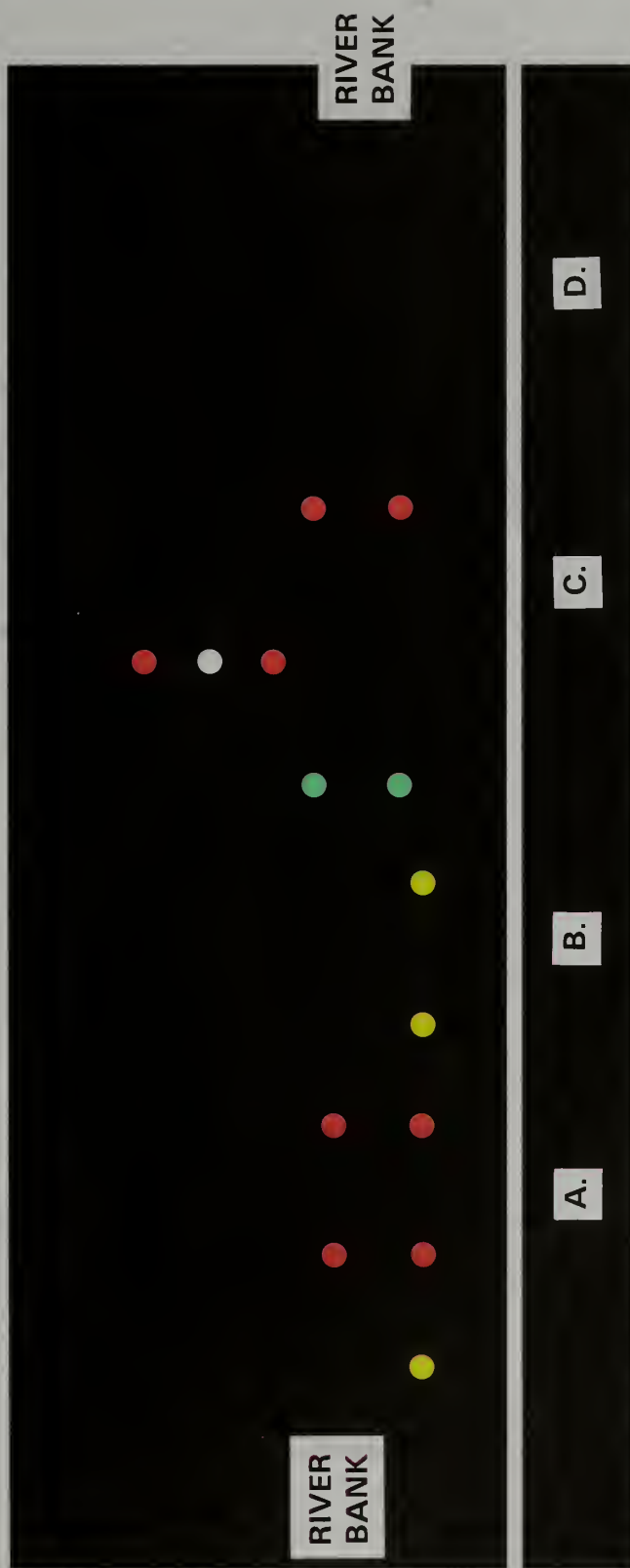


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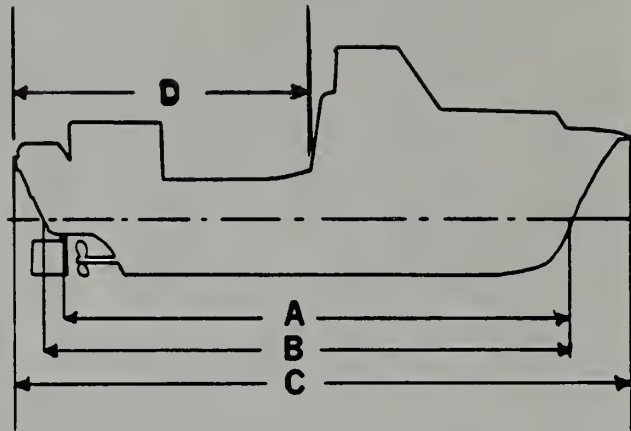


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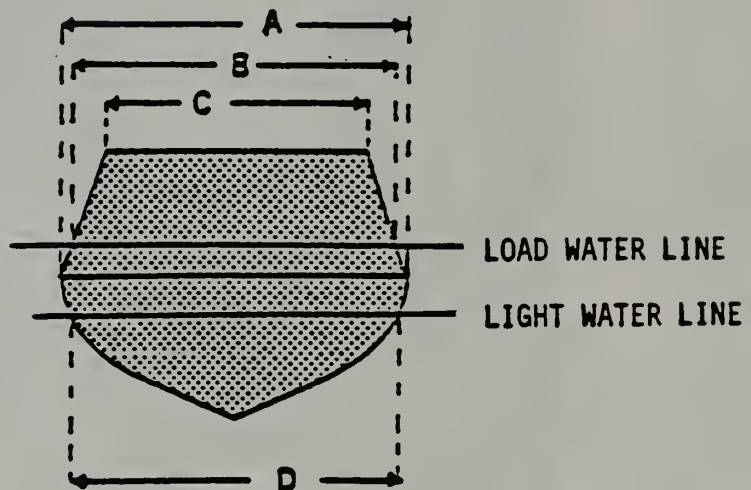
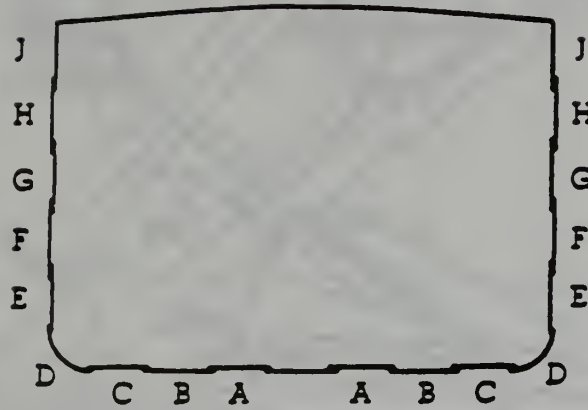


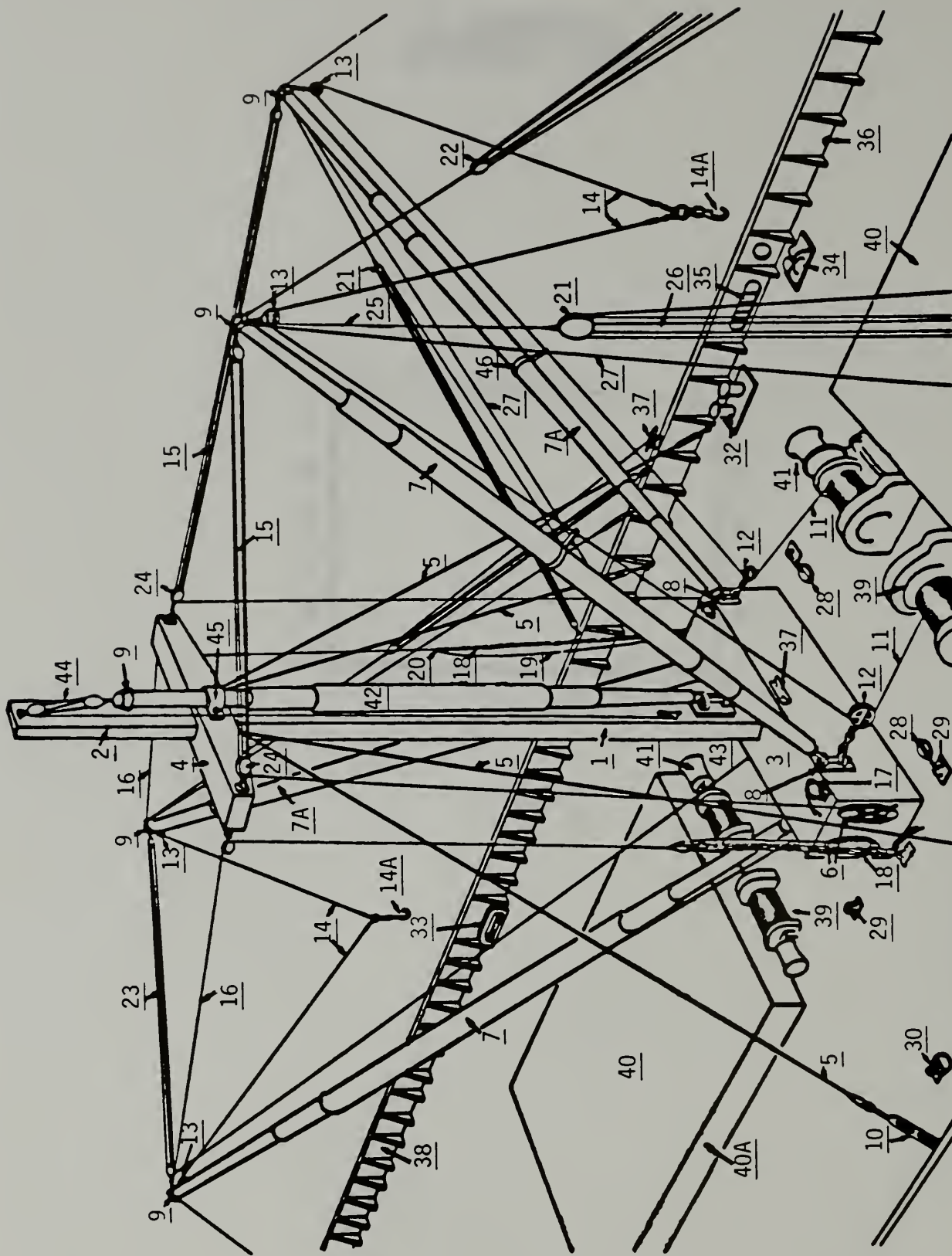
DIAGRAM 87

DECK GENERAL


CHAPTER 2
DECK GENERAL

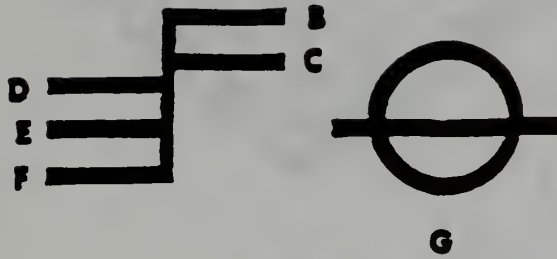


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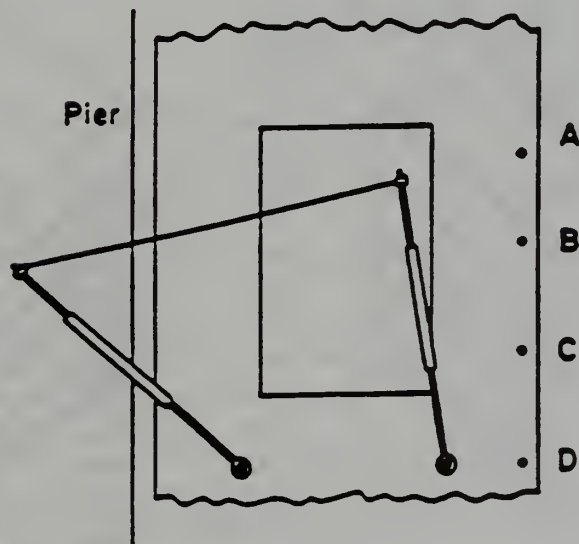


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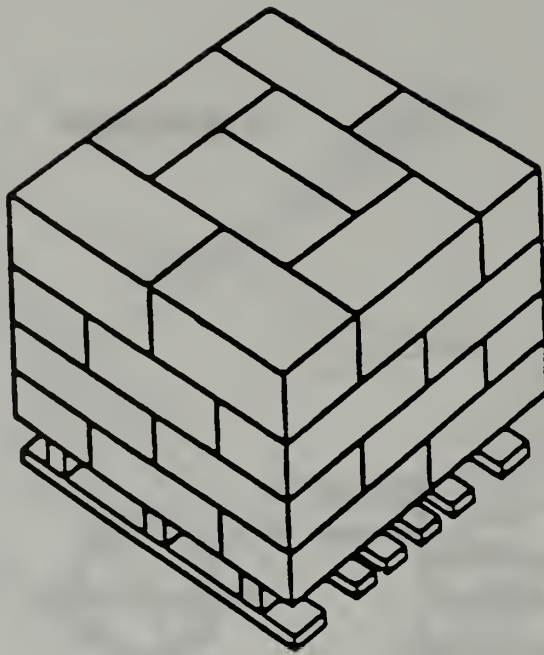
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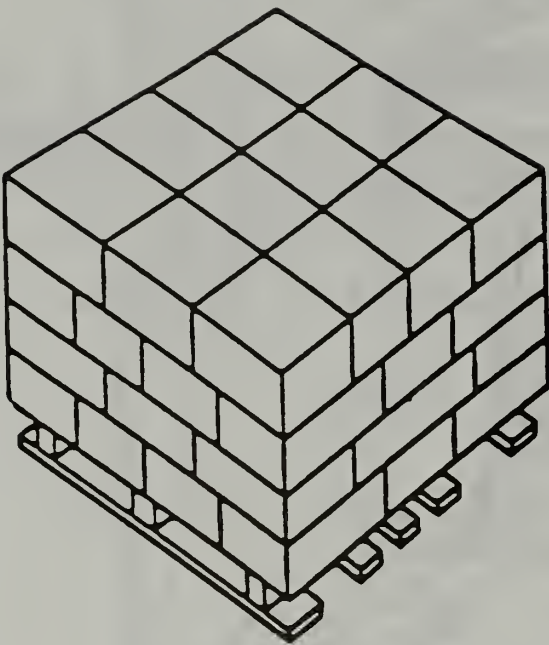
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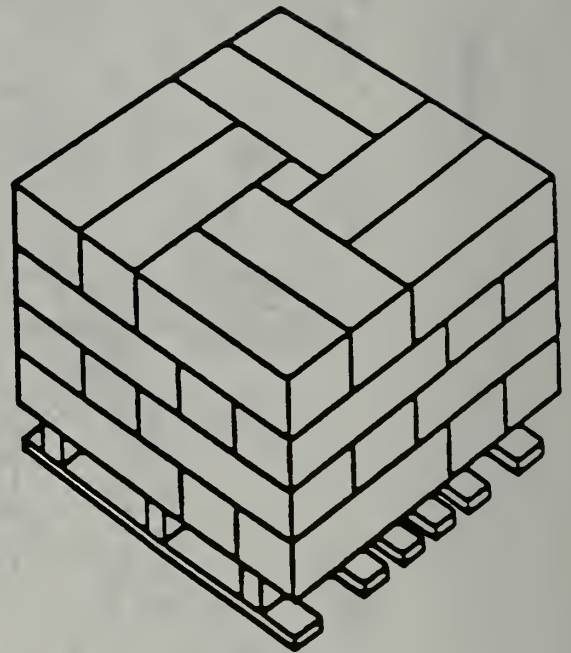
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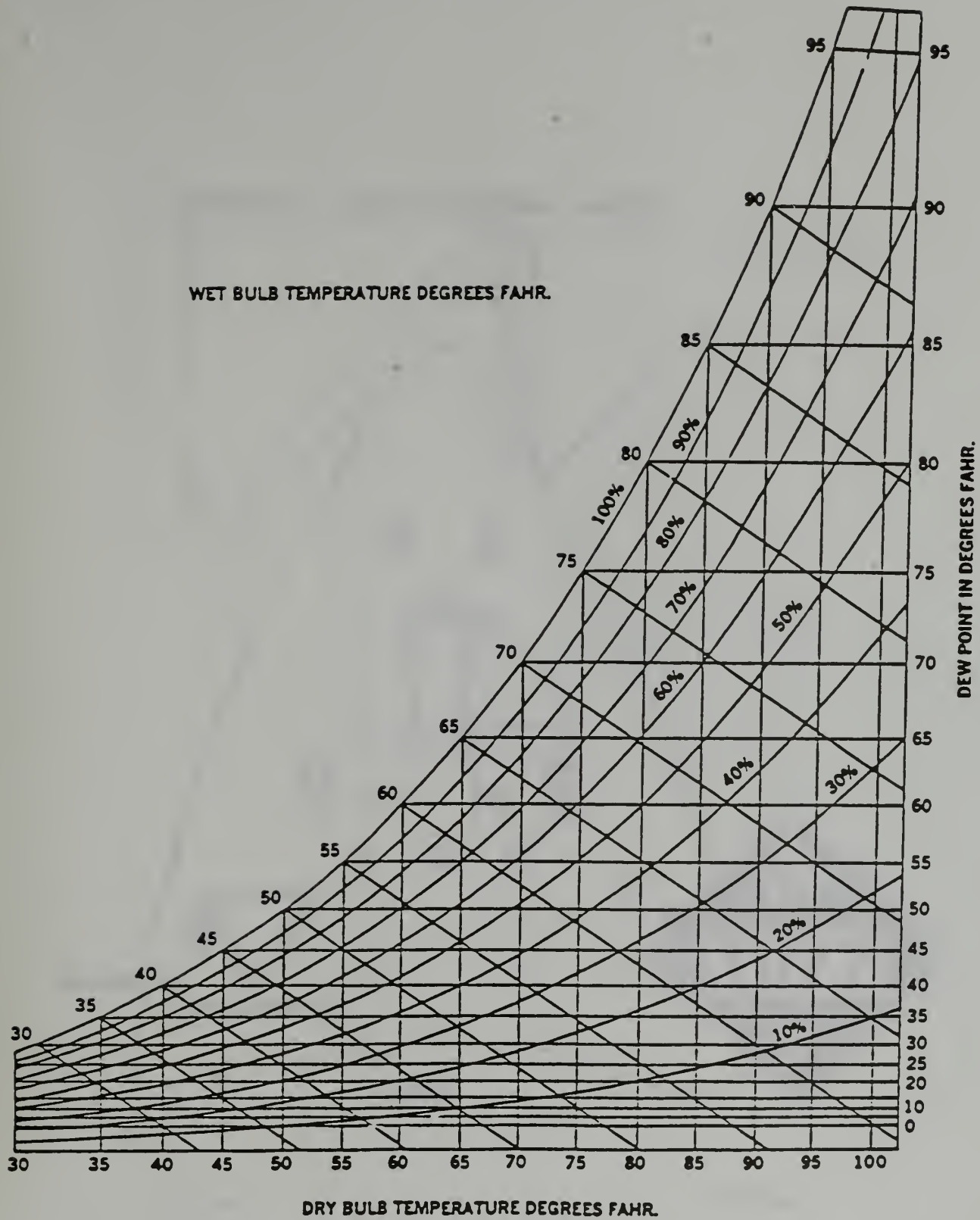
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D006DG

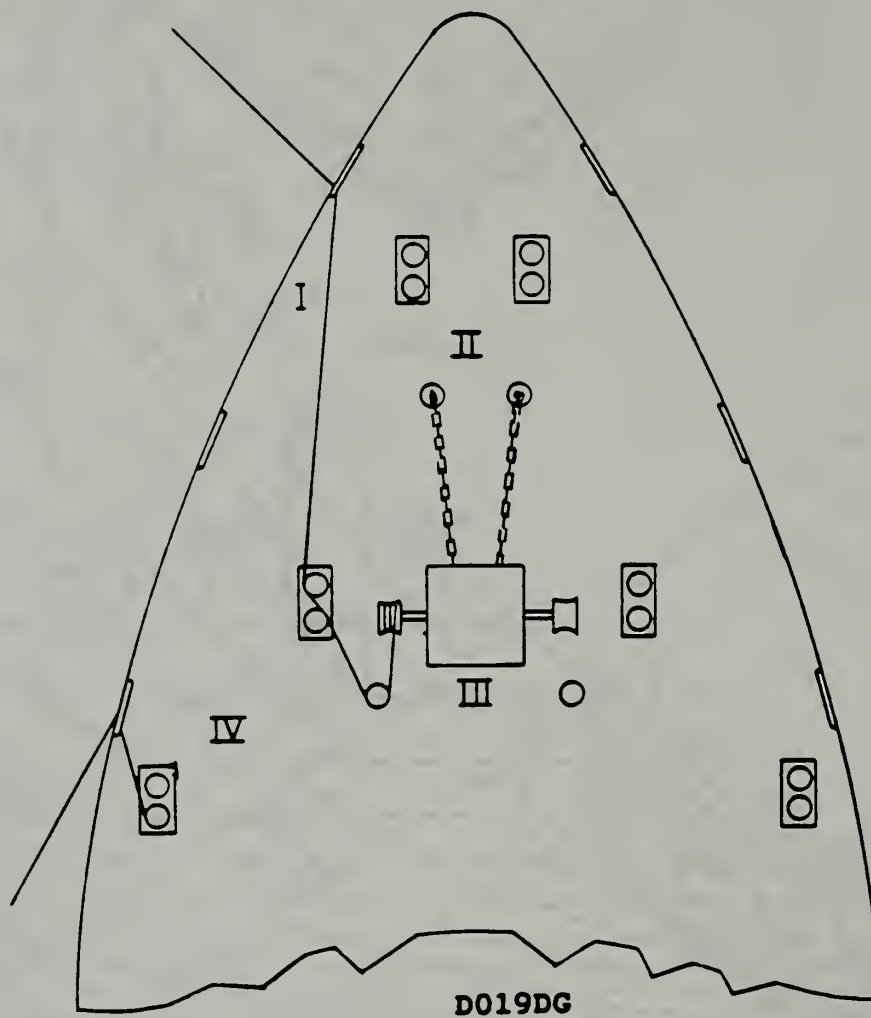


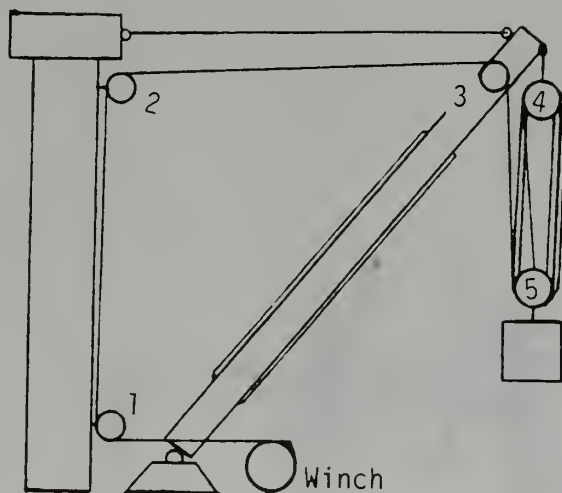
D007DG



D008DG

D009DG THROUGH D018DG: RESERVED





1, 2, 3 - Single sheave
fairlead blocks

4, 5 - Triple sheave
blocks

D020DG

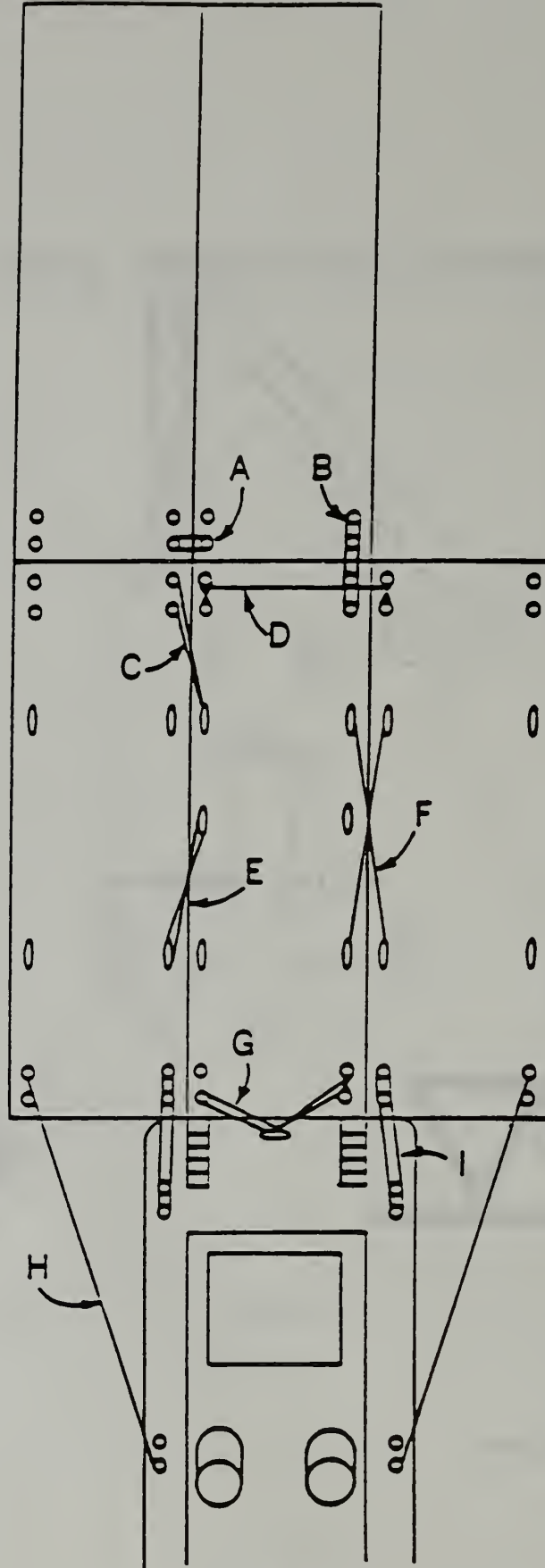
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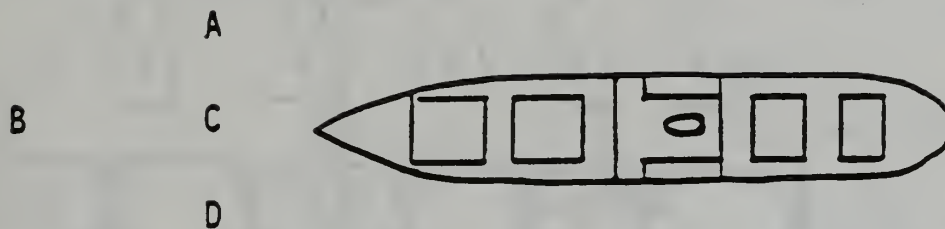
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D023DG

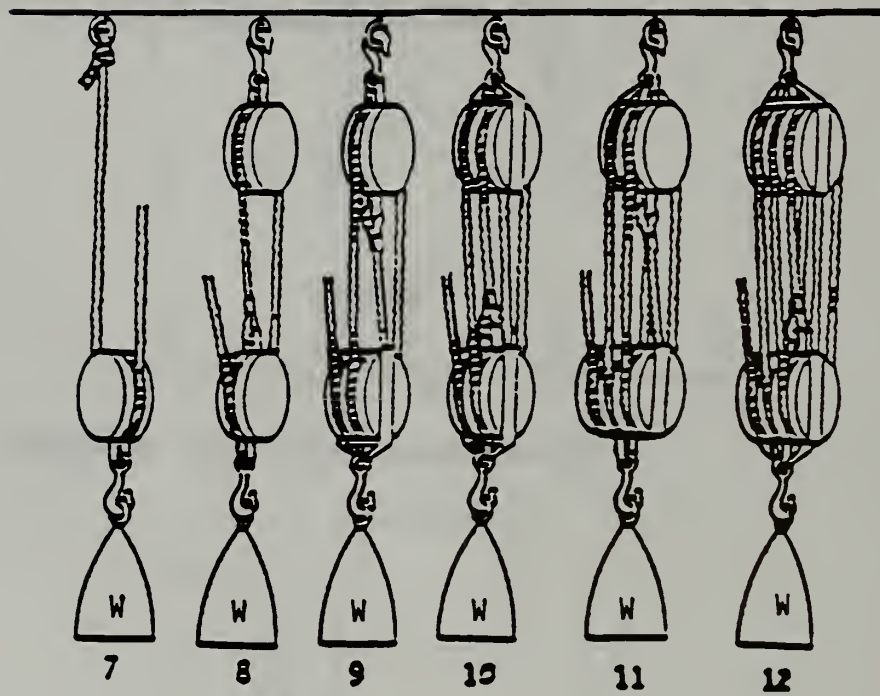
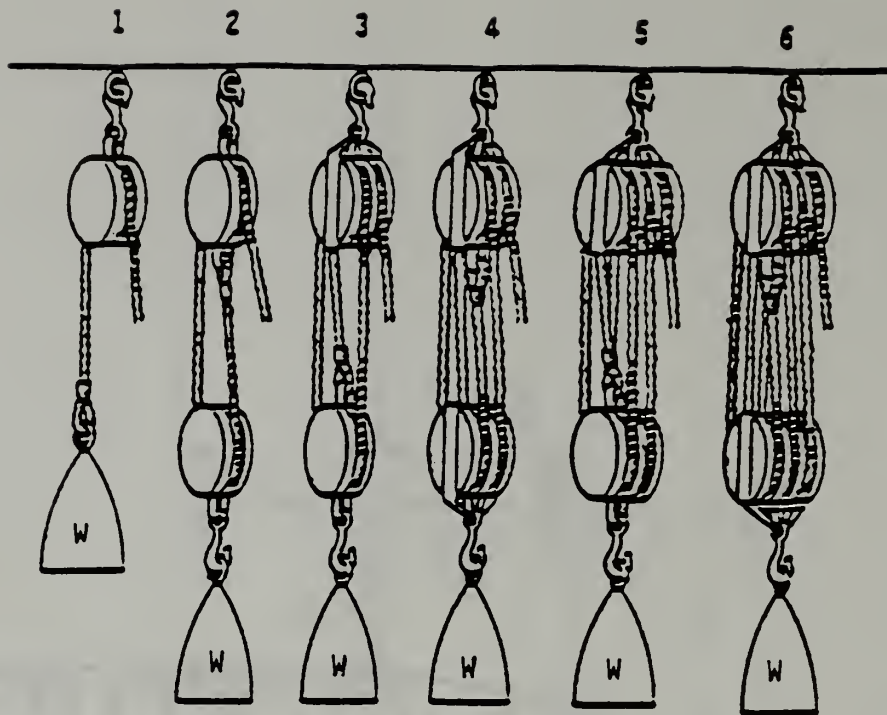


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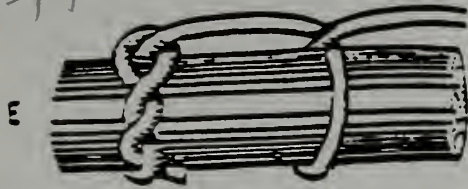
D025DG

D026DG THROUGH D028DG: RESERVED

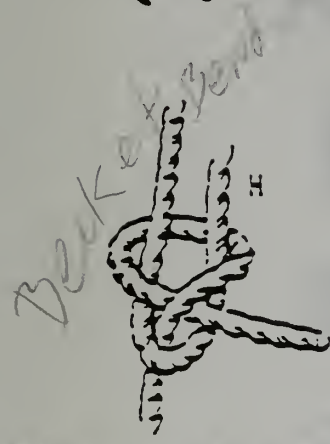
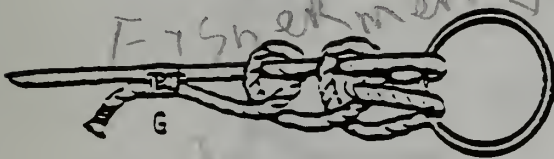
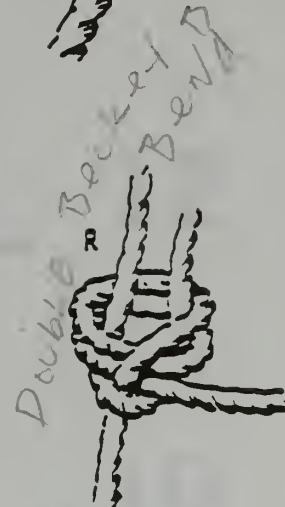
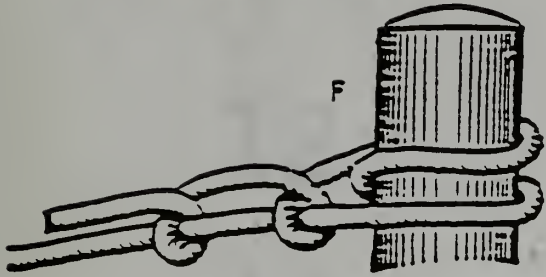
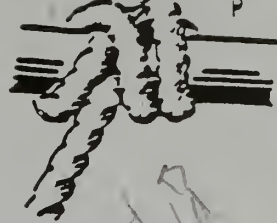


D029DG

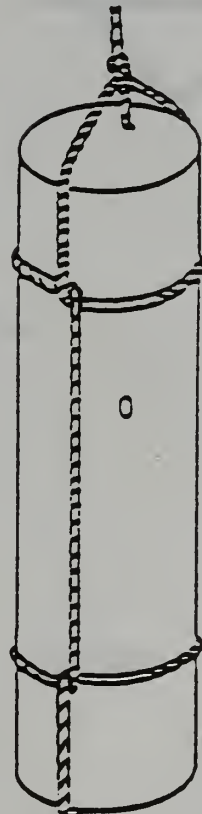
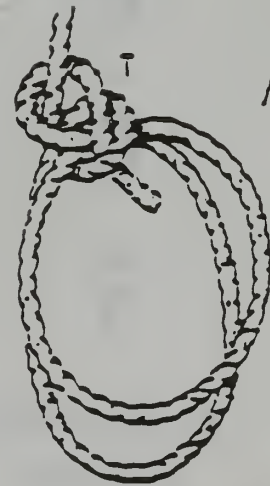
Timber hitch



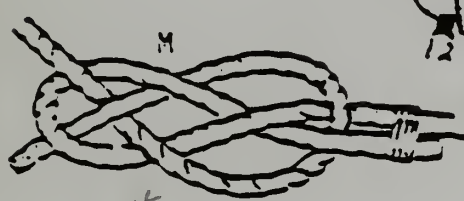
Rolling hitch



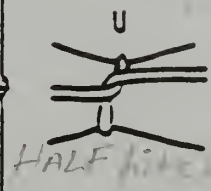
French Bowline



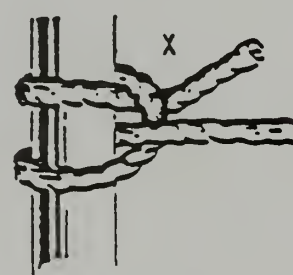
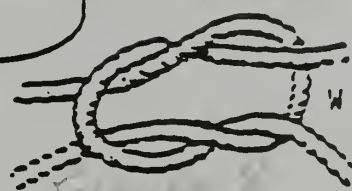
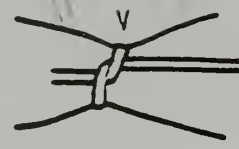
Plain Whipping



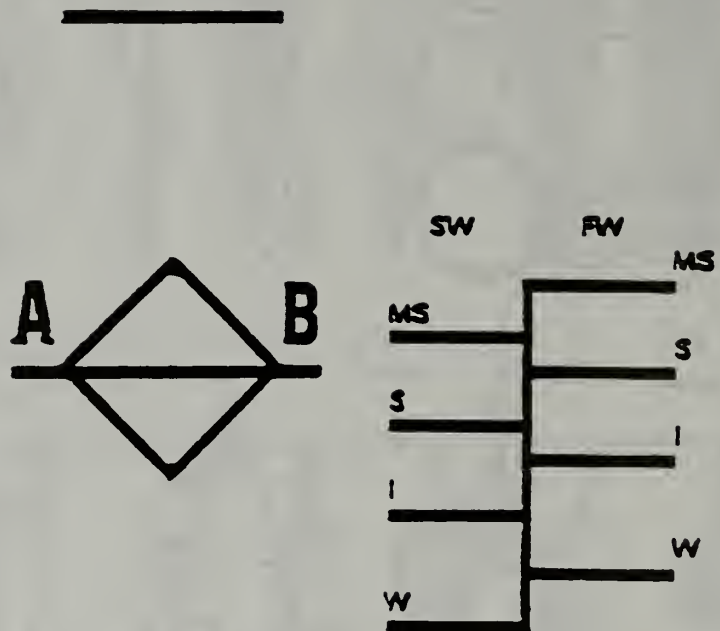
Carrick Bend



Half hitch



D030DG



D031DG

12

11

10

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7

**AFT DRAFT
MARKS**

12

11

10

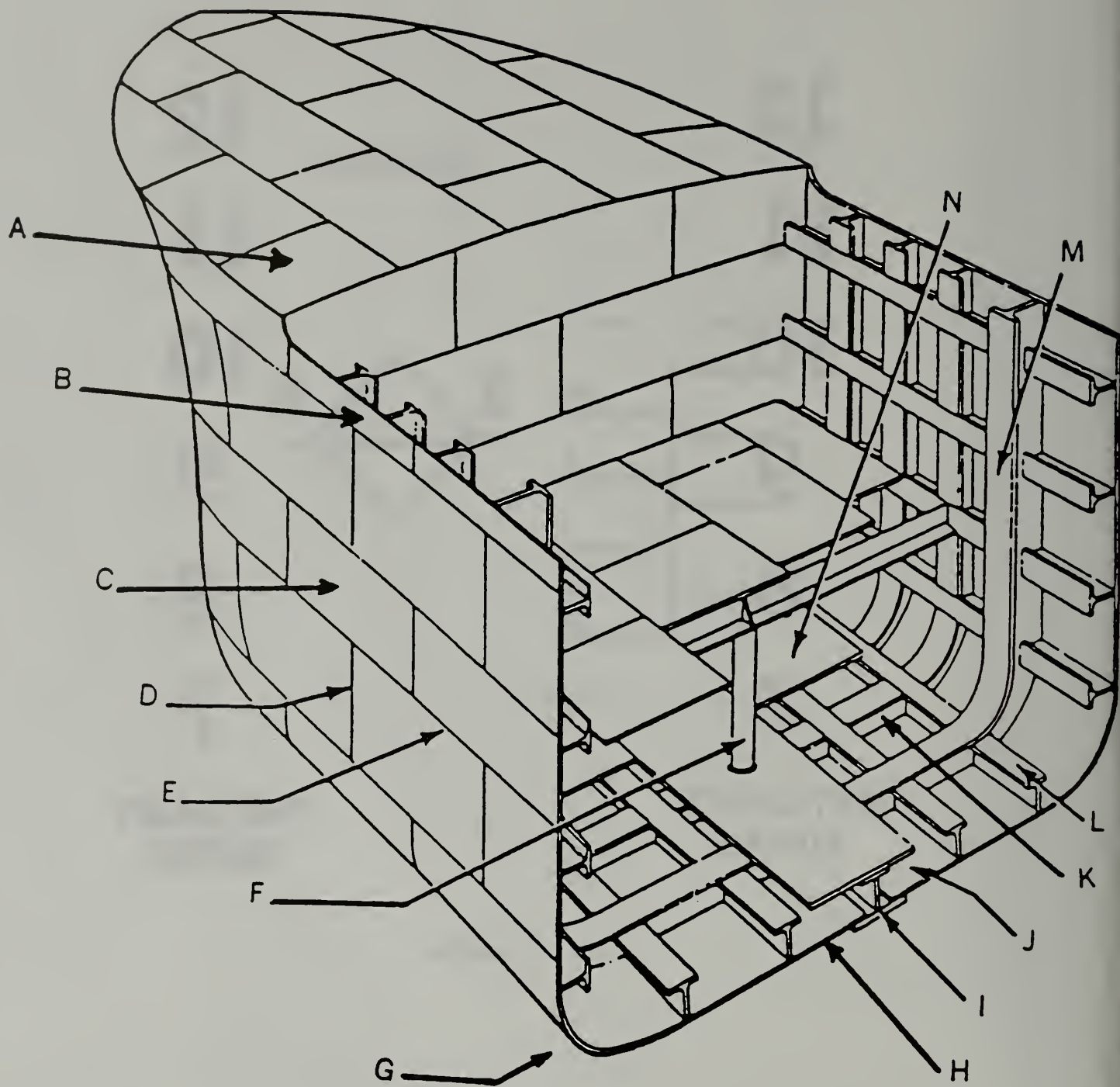
9

8

7

**FWD DRAFT
MARKS**

D032DG



D033DG

HEADING (TRUE)	BEARING (TRUE)	RANGE (YDS)	REMARKS
228°			INITIAL HEADING
228°	232°	2260	ON INITIAL COURSE
228°	234°	1700	RIGHT FULL RUDDER ORDERED
230°	236°	1490	
252°	235°	1275	
275°	231°	1000	
316°	214°	850	
352°	198°	975	
022°	194°	1210	
053°	197°	1430	
087°	202°	1600	
115°	209°	1690	
151°	217°	1700	
183°	225°	1600	
218°	232°	1350	RUDDER AMIDSHIPS
228°	235°	1125	STEADY ON 228°

D034DG

HEADING (TRUE)	BEARING (TRUE)	RANGE (YDS)	REMARKS
333°			INITIAL HEADING
333°	315°	2125	ON INITIAL COURSE
333°	310°	1650	LEFT FULL RUDDER ORDERED
327°	307°	1475	
310°	303°	1250	
278°	302°	1050	
268°	305°	900	
236°	318°	750	
196°	337°	800	
157°	344°	1100	
113°	340°	1350	
079°	332°	1525	
050°	324°	1575	
022°	318°	1550	
343°	308°	1400	RUDDER AMIDSHIPS
333°	302°	1175	STEADY ON 333°

D035DG



16710
8 Apr 87

Master, M/V HUDSON, O.N. 666666

Subj: M/V HUDSON
Stability

Dear Sir:

A stability test, supervised by the U.S. Coast Guard, was conducted on the M/V HUDSON at San Diego, California on 08 April 1987. On the basis of this test, stability calculations have been performed. Results indicate that the stability of the M/V HUDSON, as presently outfitted and equipped, is satisfactory for operation in Ocean Service as indicated on the Certificate of Inspection, provided the following restrictions are strictly observed:

1. a. The vessel shall only be loaded according to the instructions on the attached LOADING DIAGRAM bearing U.S. Coast Guard approval stamp dated 8 April 1986.

b. Drilling fluids may be carried. The maximum specific gravity of the fluids shall not exceed 2.60.

c. The vessel may engage in towing operations when loaded in accordance with the attached LOADING DIAGRAM.

2. The height above the main deck of the center of gravity of the deck cargo shall not exceed the value shown on the LOADING DIAGRAM (3.0 feet). Such cargo must be positively secured against shifting prior to leaving protected waters.

3. Permanent ballast, in the form of 64.4 long tons of high density fluids (sg. = 2.87), is to be maintained in the after peak tank. No permanent ballast shall be added, removed, altered and/or relocated without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection.

4. The maximum summer load line draft is 13 feet 8 3/8 inches. Trim shall be minimized and shall always result in a freeboard of at least 22 inches at the stern.

5. No more than one centerline or P/S pair of the following tanks may be partially filled at any one time: fuel oil, lube oil, potable water, ballast/cargo water, fuel oil day tanks, drilling fluid. Cross-connections between all port and starboard tank pairs shall be kept closed at all times when underway.

D036DG

6. Main deck hatches and weather doors to the forecastle and machinery spaces shall be kept closed and fully secured at all times when underway, except when actually used for transit under safe conditions.

7. Main deck freeing ports shall be maintained operable and completely unobstructed at all times.

8. Bilges shall be kept pumped to minimum content at all times.

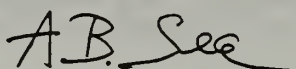
9. Suitable tables or curves for determining the capacities of full or partially full tanks shall be maintained aboard the vessel.

10. The Master should make every effort to determine the cause of any list of the vessel before taking corrective action.

It shall be the Master's responsibility to maintain the vessel in a satisfactory stability condition at all times.

This stability letter shall be posted under suitable transparent material in the pilothouse of the vessel so that all pages and the diagram are visible. It supersedes any stability information previously furnished the vessel.

Sincerely,

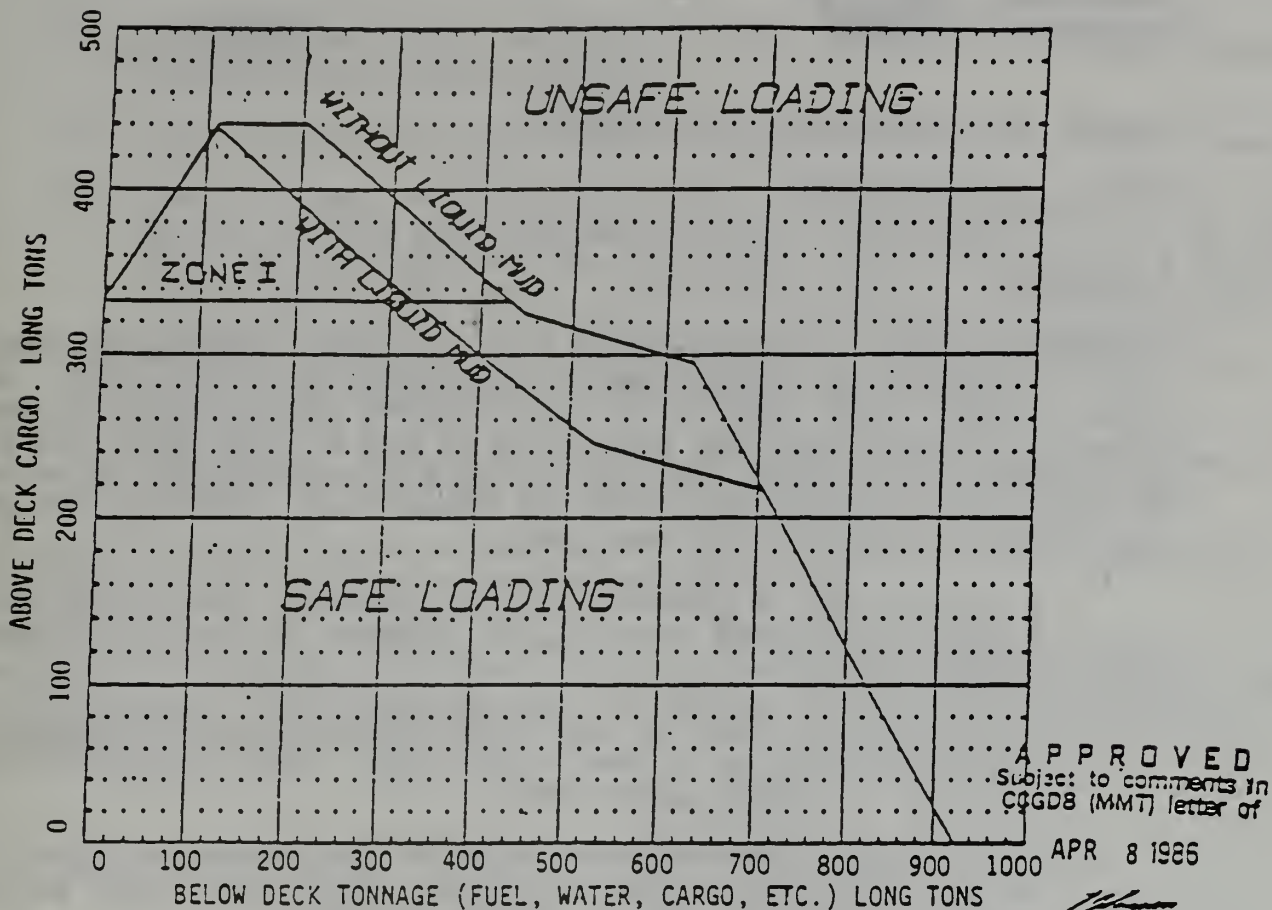


A. B. SEA
Lieutenant Commander
U.S. Coast Guard

Attachment: LOADING DIAGRAM for the subject vessel bearing U.S. Coast Guard approval stamp dated 8 April 1987

SEE NEXT PAGE FOR ATTACHMENT

D036DG
Cont.



USCG STABILITY LOADING INSTRUCTIONS

1. DRAW A VERTICAL LINE UP FROM 'BELOW DK' LOAD. DRAW HORIZONTAL LINE ACROSS FROM 'ABOVE DK' LOAD. IF THEY MEET BELOW THE CURVE THEN THE LOADING IS OK. IF THEY MEET ABOVE THE CURVE THEN YOU MUST CHANGE THE LOADING.
2. MAX. DECK CARGO VCG 3.00 FT ABOVE DECK.
3. WHEN OPERATING IN ZONE 1 (I.E. MORE THAN 334 LONG TONS OF DECK CARGO) THE FOREPEAK BALLAST TANK SHALL BE PRESSED FULL.

D036DG
Cont.



16710
13 May 87

Master, M/V SURVEYOR, O.N. 678678

Subj: M/V SURVEYOR
Stability

Dear Sir:

A stability test, supervised by the U.S. Coast Guard, was conducted on the M/V SURVEYOR at New Orleans, Louisiana, on 7 May 1987. On the basis of this test, stability calculations have been performed. Results indicate that the stability of the M/V SURVEYOR, as presently outfitted and equipped, is satisfactory for operation in Ocean Service as indicated on the Certificate of Inspection, provided the following restrictions are strictly observed:

1. A maximum of 78 persons may be carried. In no case shall the number of persons exceed that allowed on the Certificate of Inspection.
2. The drafts as read on the draft marks shall not exceed 6 feet 3 inches forward or 7 feet 1 inch aft. Trim should be minimized. A loadline is not authorized.
3. The height above the main deck of the center of gravity of deck cargo shall not exceed 2.0 feet. Such cargo must be positively secured before leaving protected waters.
4. A maximum of 50 long tons of deck cargo may be carried when no other below deck ballast or cargo is carried. When rig water is carried, a maximum of 35 long tons of deck cargo may be carried, and no other below deck cargo or ballast is permitted.
5. No permanent ballast or other such weights shall be added, removed, altered, and/or relocated without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection.
6. No watertight bulkheads shall be removed or altered without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection.
7. The watertight door in the bulkhead at frame 18 shall be closed and properly dogged at all times when underway except when actually used for transit under safe conditions.

D037DG

8. Cross-connections between all tank sets shall be kept closed at all times when underway.
9. Bilges shall be kept pumped to minimum content at all times.
10. Jet fuel may be carried on deck in eight DOT tanks. The total weight of the fuel and tanks shall not exceed 23.16 long tons and the vertical center of gravity shall not exceed 3 feet 6 inches above the deck. Such tanks must be positively secured against shifting in a seaway prior to leaving protected waters. Neither passengers nor other deck cargo shall be carried when such tanks are aboard the vessel.
11. The Master should make every effort to determine the cause of any list of the vessel before taking corrective action.

It shall be the Master's responsibility to maintain the vessel in a satisfactory stability condition at all times.

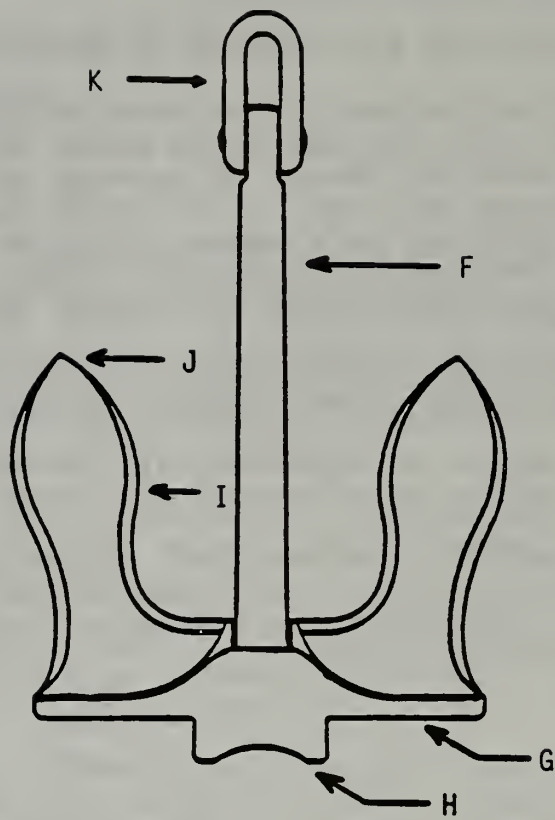
This temporary stability letter shall be posted under suitable transparent material in the pilothouse of the vessel so that all pages are visible. It supersedes any stability information previously furnished the vessel.

Sincerely,



W. T. DOOR
Lieutenant Commander
U.S. Coast Guard

D037DG
Cont.



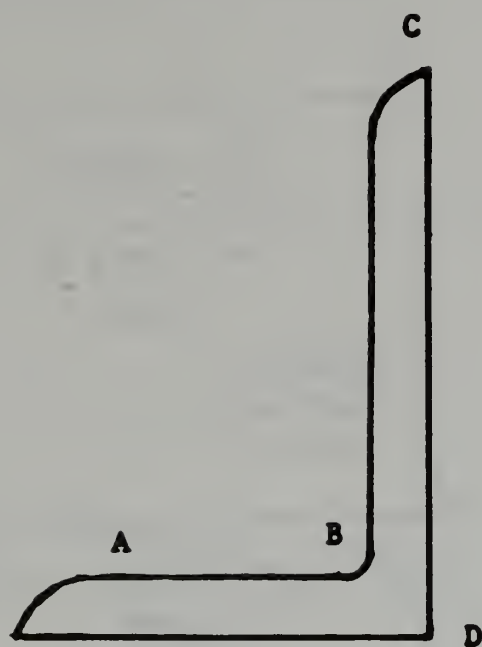
D038DG



4HW/Y136/S/83

NL/VL826

D039DG



D040DG



1



2



3

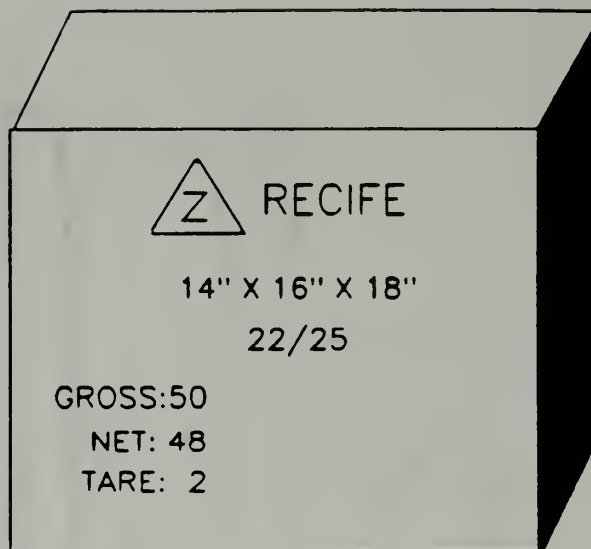


4



5

D041DG



D042DG

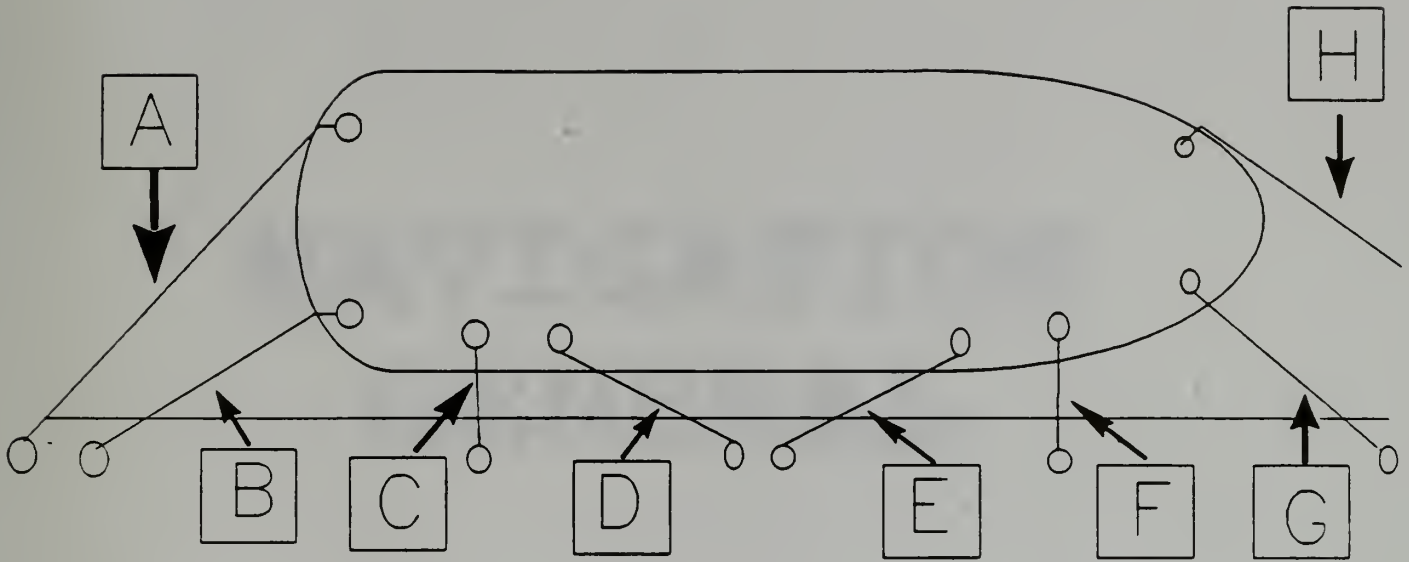


—————→ A

YOKOHAMA —————→ B

201/300 —————→ C

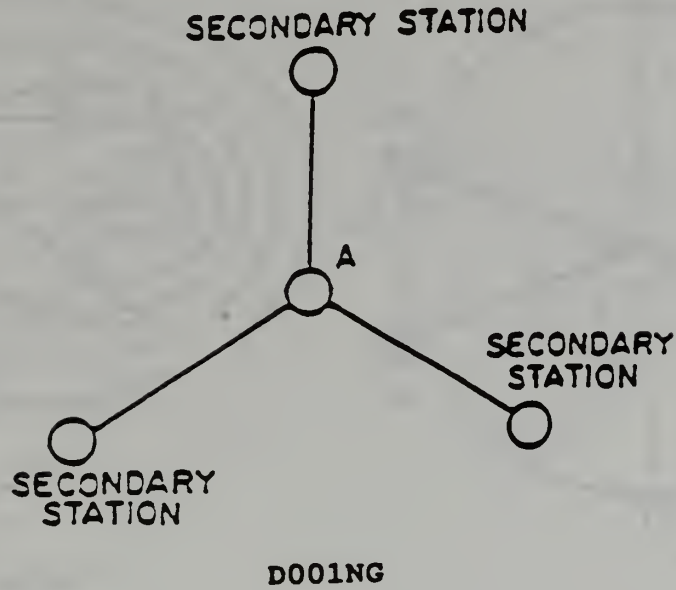
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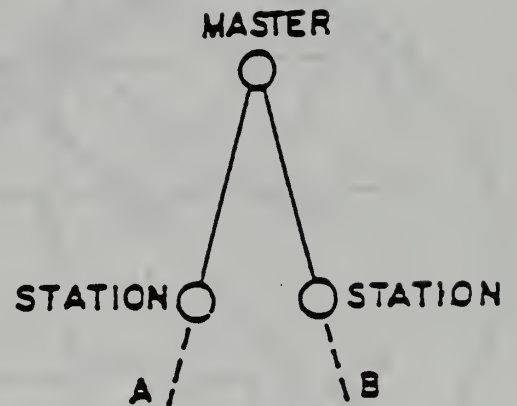
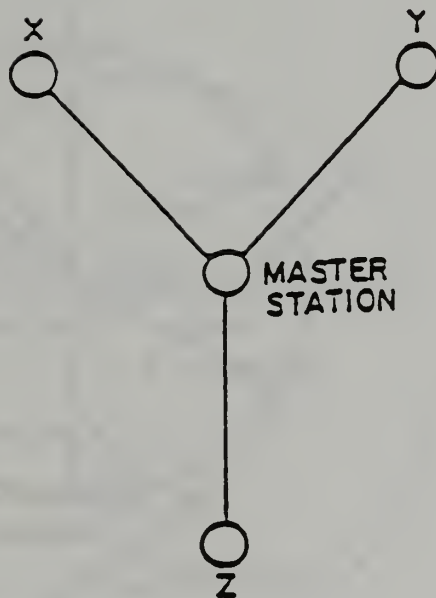
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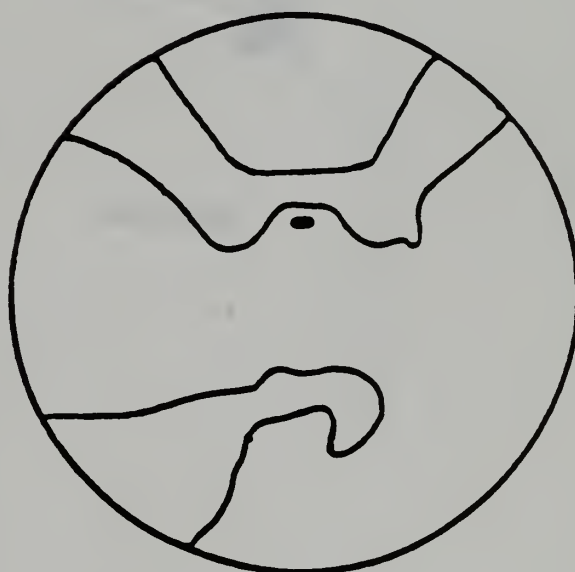
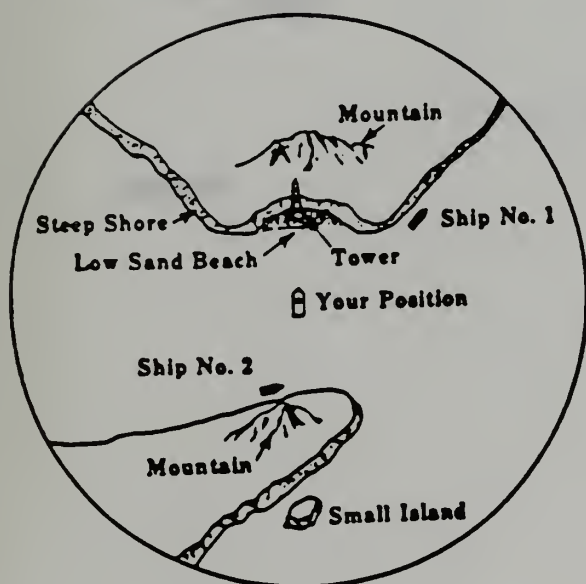
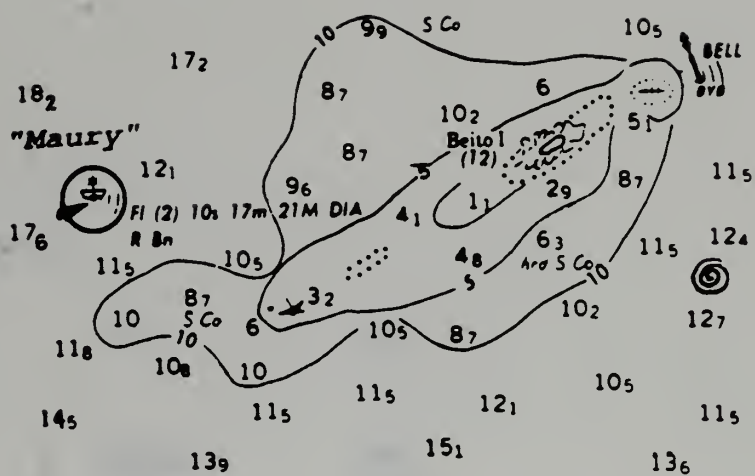
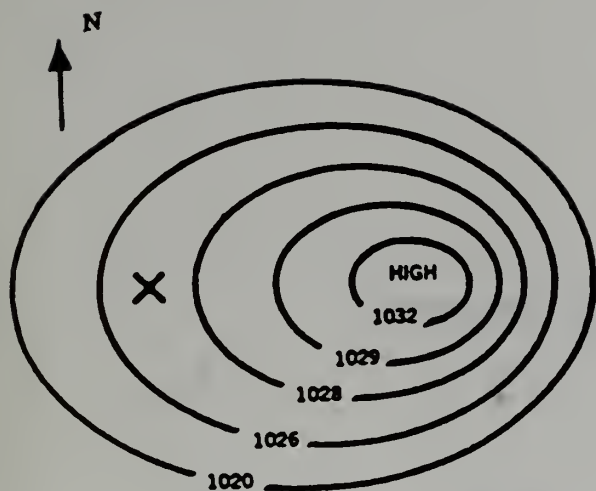
NAVIGATION GENERAL

CHAPTER 3
NAVIGATION GENERAL



D002NG: RESERVED





D012NG: RESERVED



D013NG



D014NG

A



B



C



D



D015NG

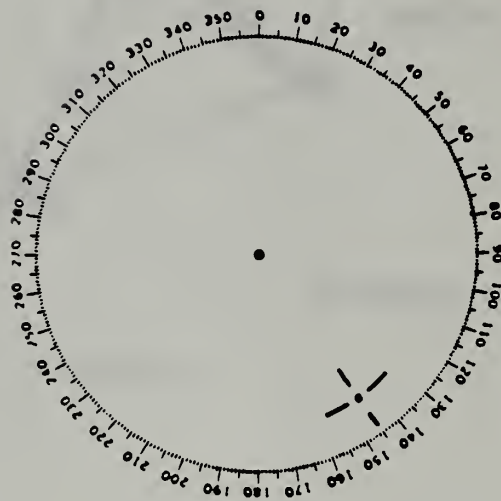
D016NG: RESERVED



A



B

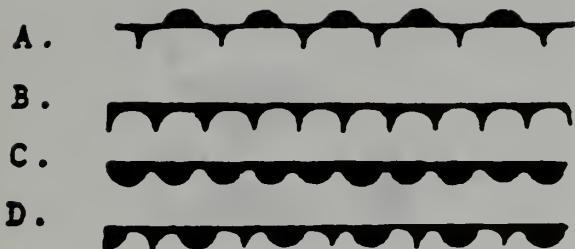


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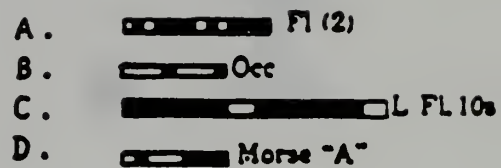


D

D017NG



D018NG



D019NG



D020NG



D021NG

A



B



C



D



D022NG

A



B



C



D



D023NG



D024NG



D025NG



D026NG



D027NG

Q(3) 10s



D028NG

D029NG: RESERVED

A



B



C



D



D030NG



A



B



C



D

D031NG

A. ϕ S

B. ϕ BW

C. ϕ RW

D. ϕ RW

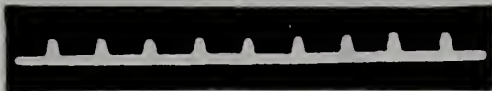


RW
"A"

D032NG

D033NG

A.



C.



B.



D



D034NG

INTERNATIONAL ANALYSIS CODE, IAC FLEET, PM 46

Analysis Indicator	Indicator Group	Indicator Date Time (GMT)	Indicator Group	Pressure system indicator	System type	Characteristic Pressure, time and units	Position Q L ₁ L ₂ L ₀ L ₀ k or L ₁ L ₂ L ₀ L ₀ k
10001	33300 or 33388	0 08 06	99900	8	3	80	0 64 60 or 64605

P _t - Pressure type	P _C - Pressure characteristics	Q - Octant of globe	k - Indicator used to specify half-degrees	
0 Complex low	0 No specification	0 0° - 90°W	0 Take L ₁ L ₂ L ₀ L ₀ as sent	} east long. (0° - 99°) or west long. (100° - 180°)
1 Low	1 LOW filling or HIGH weakening	1 90°W - 180°	1 Add ½ degree to L ₁ L ₂	
2 Secondary	2 Little change	2 180° - 90°E	2 Add ½ degree to L ₀ L ₀	
3 Trough	3 LOW deepening or HIGH intensifying	3 90°E - 0°	3 Add ½ degree to L ₁ L ₂ & L ₀ L ₀	} west long. (0° - 99°) or east long. (100° - 180°)
4 Wave	4 Complex	5 0° - 90°W	4 See note below	
5 High	5 Forming or existence suspected	6 90°W - 180°	5 Take L ₁ L ₂ L ₀ L ₀ as sent	
6 Area of uniform pressure	6 Filling or weakening but not disappearing	7 180° - 90°E	6 Add ½ degree to L ₁ L ₂	} west long. (0° - 99°) or east long. (100° - 180°)
7 Ridge	7 General rise	8 90°E - 0°	7 Add ½ degree to L ₀ L ₀	
8 Col	8 General fall		8 Add ½ degree to L ₁ L ₂ & L ₀ L ₀	
9 Tropical storm	9 Position doubtful		9 See note below	

Note: When k = 4 or 9, the values of L₁L₂ and L₀L₀ are accurate to the nearest whole degree only; for all other values of k, the accuracy is to the nearest ½ degree.

Indicator Groups

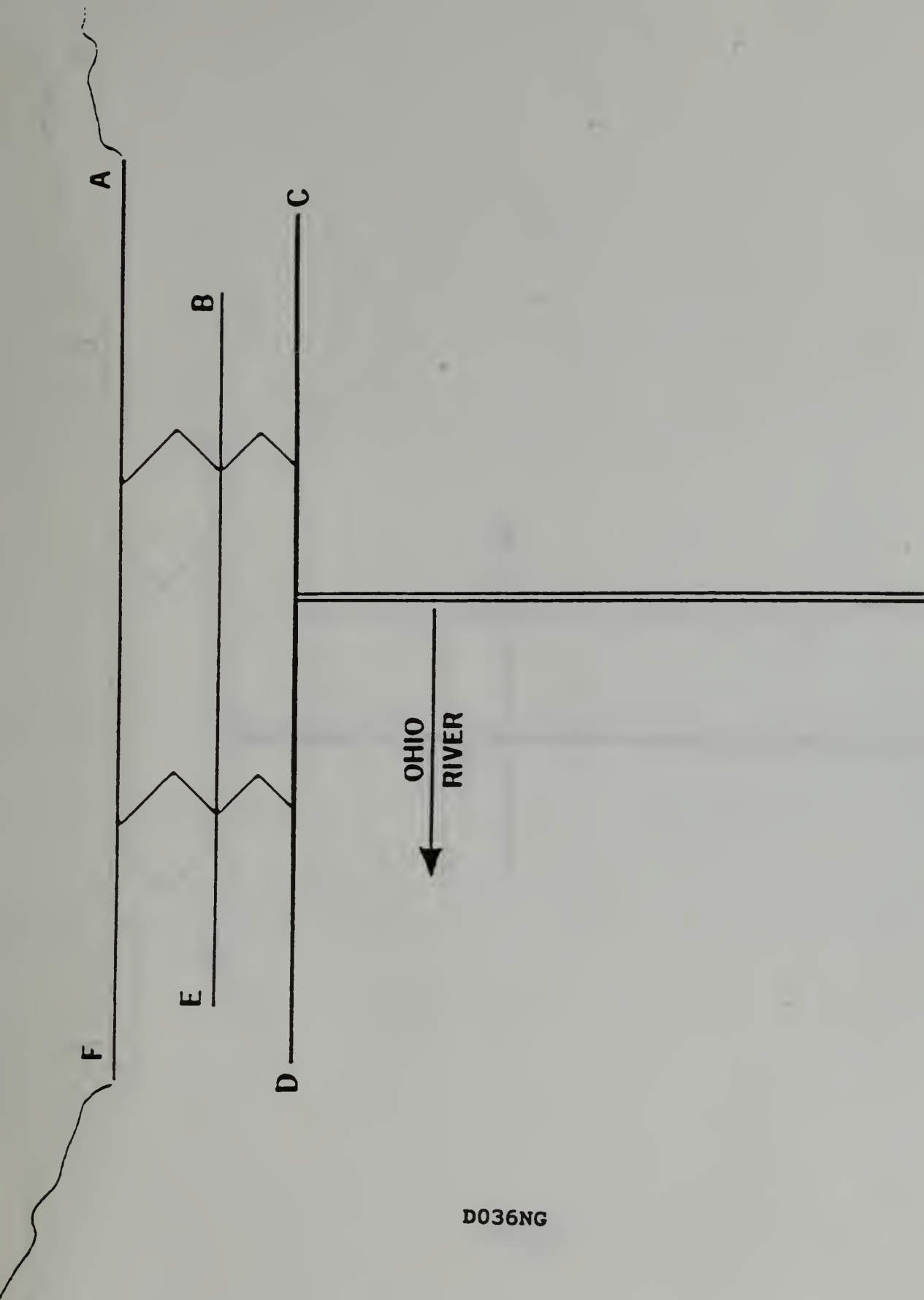
- 33300 Positions in form L₁L₂L₀L₀k, in northern hemisphere (L₁L₂ = latitude; L₀L₀ = longitude; k is used to specify the half-degrees, if any, to be added to L₁L₂ or L₀L₀)
- 33388 Positions in form Q L₁L₂L₀L₀ (Q = Octant of the globe)
- 99900 Pressure systems follow
- 99911 Frontal systems follow
- 99922 Isobar section follows

Indicator Figures

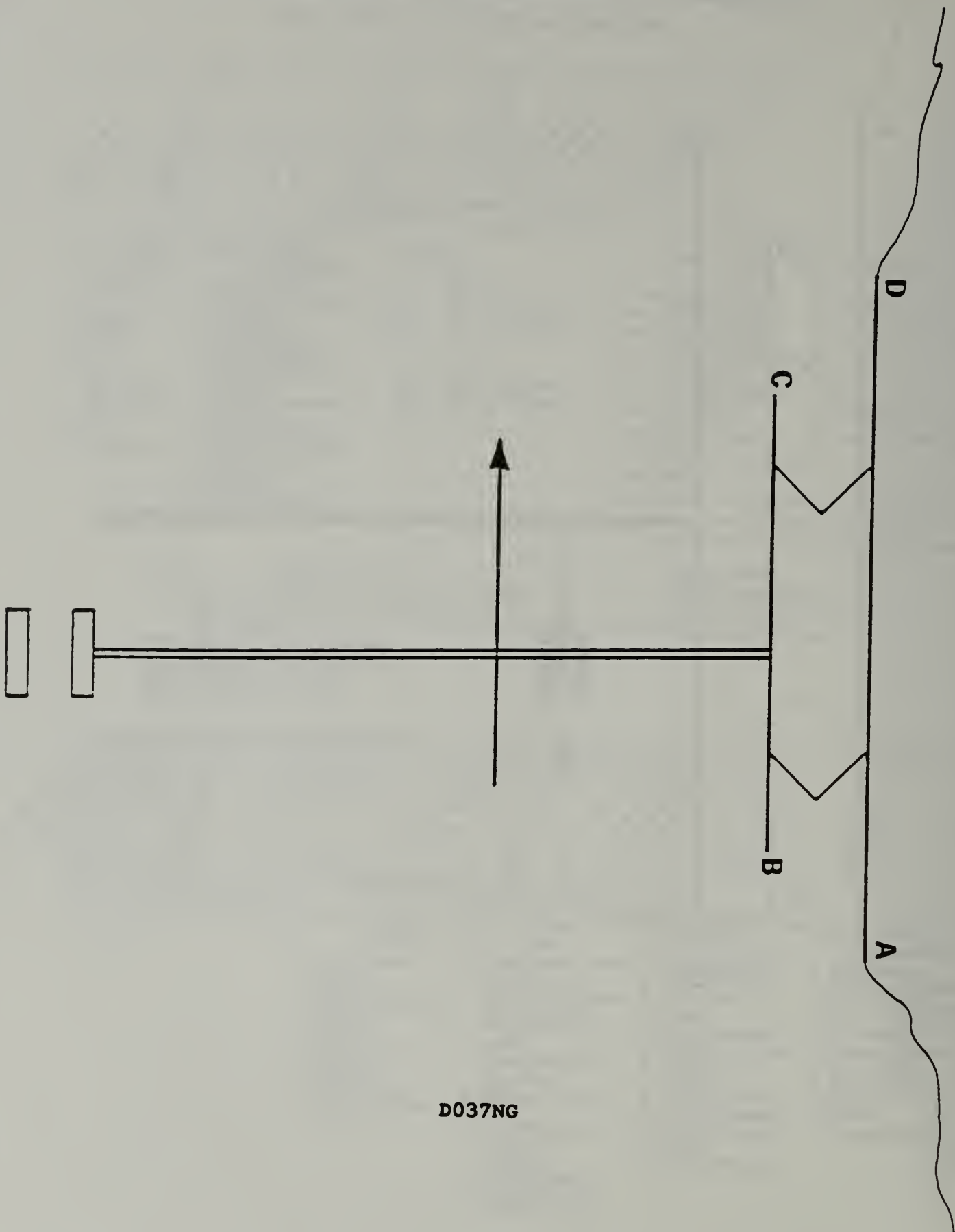
- 0 - Indicator for date and time group
- 8 - Indicator for pressure system group
- 44 - Indicator for isobar group
- 66 - Indicator for frontal system group

Movement indicator for pressure system Direction (01-36) Speed (knots)	Indicator group	Front indicator Type of front Intensity	Position Q L ₁ L ₂ L ₀ L ₀ k or L ₁ L ₂ L ₀ L ₀ k	Indicator group	Isobar indicator Pressure, whole millibars	Q L ₁ L ₂ L ₀ L ₀ k or L ₁ L ₂ L ₀ L ₀ k	Analysis ends
0 03 45	99911	66 4 8 0	04065 or 40655	99922	44 028	03070 or 30705	19191

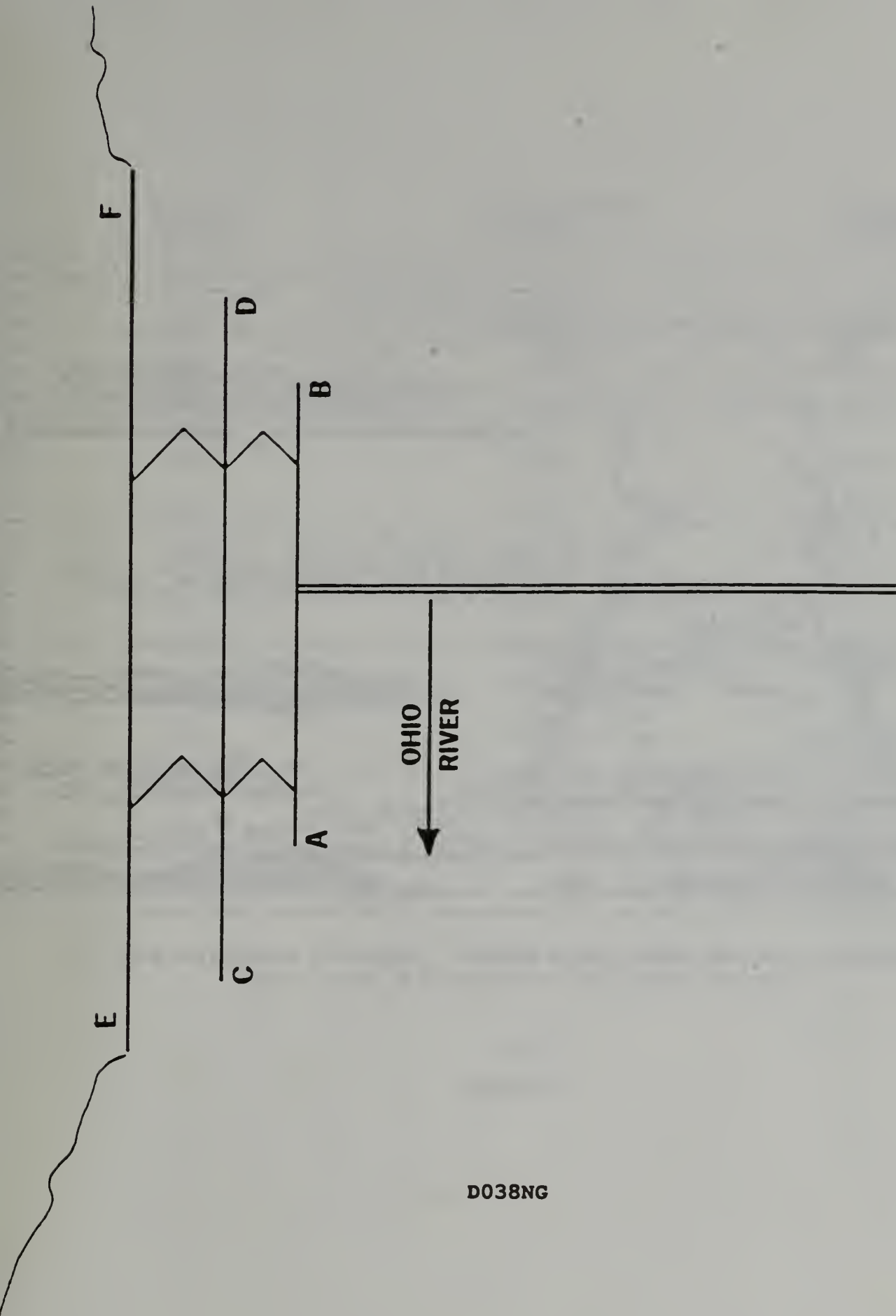
M - Movement indicator	F _t - Frontal type	F _i - Frontal intensity	F _C - Frontal characteristics
0 No specification	0 Quasi-stationary front at surface	0 No specification	0 No specification
1 Stationary	1 Quasi-stationary front above the surface	1 Weak, decreasing	1 Frontal -decreasing activity
2 Little change	2 Warm front at the surface	2 Weak, little or no change	2 -little change area
3 Becoming stationary	3 Warm front above the surface	3 Weak, increasing	3 -increasing
4 Retarding	4 Cold front at the surface	4 Moderate, decreasing	4 Intertropical
5 Curving to left	5 Cold front above the surface	5 Moderate, little or no change	5 Forming or existence suspected
6 Recurving	6 Occlusion	6 Moderate, increasing	6 Quasi-stationary
7 Accelerating	7 Instability line	7 Strong, decreasing	7 With waves
8 Curving to right	8 Intertropical front	8 Strong, little or no change	8 Diffuse
9 Expected to recurve	9 Convergence line	9 Strong, increasing	9 Position doubtful



D036NG



D037NG



D038NG

ALTITUDE IN FEET

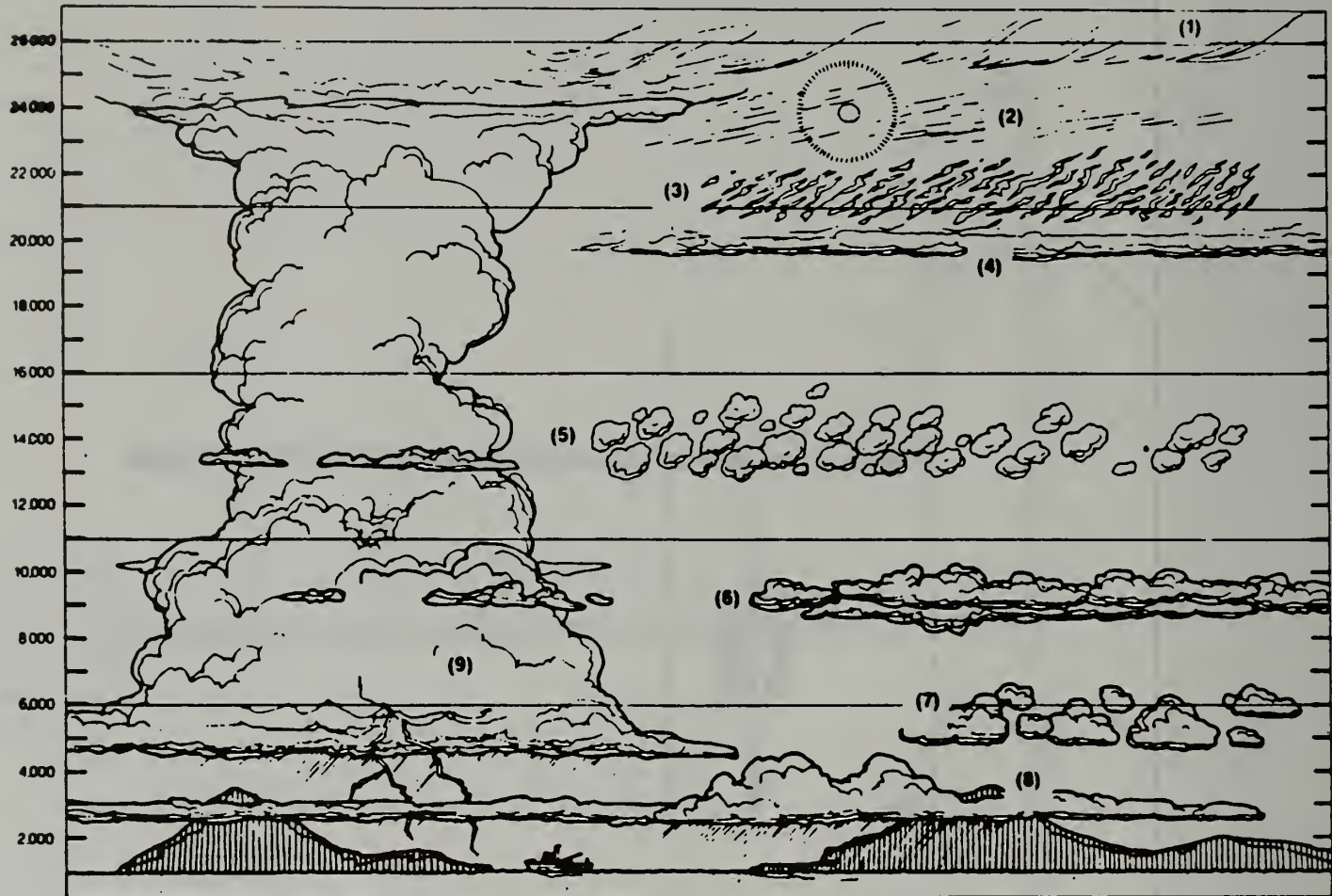


Illustration courtesy NPFVAO SAFETY MANUAL. Produced in cooperation with the National Fisheries Service and U.S. Coast Guard.

D039NG

HEADING (GYRO)	VISUAL BEARING (GYRO)	RDF BEARING (GYRO)
061°	061°	062.5°
089°	059°	061.5°
114°	054°	057°
129°	039°	041°
144°	024°	025°
167.5°	017.5°	017°
197°	017°	016°
233.5°	023.5°	021.5°
271°	031°	027°
309°	039°	037.5°
336.5°	046.5°	046°
023.5°	053.5°	054°

DO40NG



WEATHER REPORT FOR IMMEDIATE TRANSMISSION

NO.	SHIP NAME	DATE SENT (GMT)	TIME SENT (GMT)	STA. CALLED	FREQUENCY

ADDRESSES

U.S. Coast Guard: No address needed, start with ship's call sign.

INMARSAT: Select—Coast Earth Station (CES), routine priority, duplex telex channel, and initiate call. When GA + is received, select 41 + . Upon receipt of answerback, NWS OBS MITS, send the weather report starting with the ship's call sign. End the report with 5 periods.

U.S. commercial and foreign radio stations: To: OBS METEO (get address from "Radio Stations Accepting....."). Start with ship's call sign and combine the remaining numbers into 10-character groups.

STORM or SPIEP	CALL SIGN	YYGGIw	00LALALa	QcLoLoLoLo	INLWV	Ndull
1nTTT	2nTdTdTd	4PPPP	99	7wWW	4	222Dv
0nTwTwTw	2PwPwPwPw	3dw1dw1dw2dw2	4Pw1Pw1Tw1Tw1	5Pw2Pw2Tw2Tw2	6N1C1CMC11	ICE
c1S1D1z1	PLAIN LANGUAGE	TRANSMITTED BY				

No Government Administration, or Company or person employed in the forwarding and delivery of this message shall be liable for any loss or damage arising from failure to transmit or to deliver the said message or from any neglect, delay, error or omission in the transmission thereof.

F



L



G



M



H



N



I



O



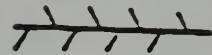
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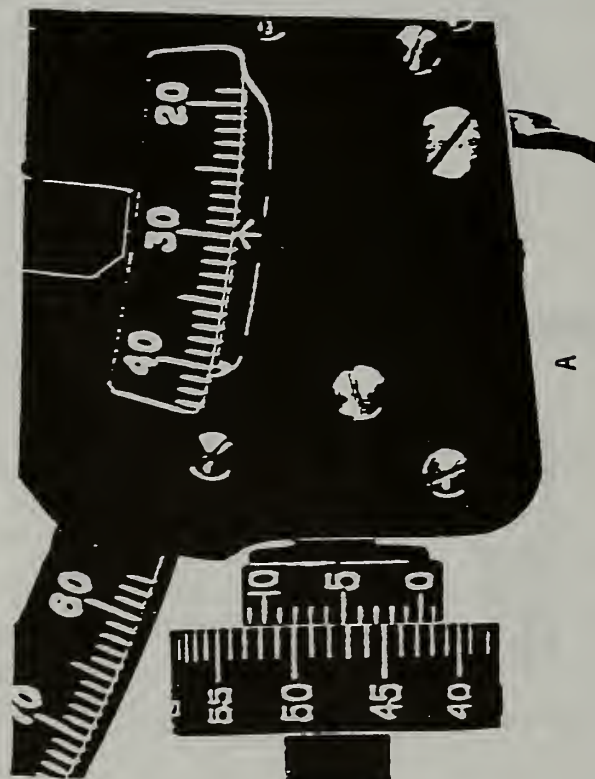
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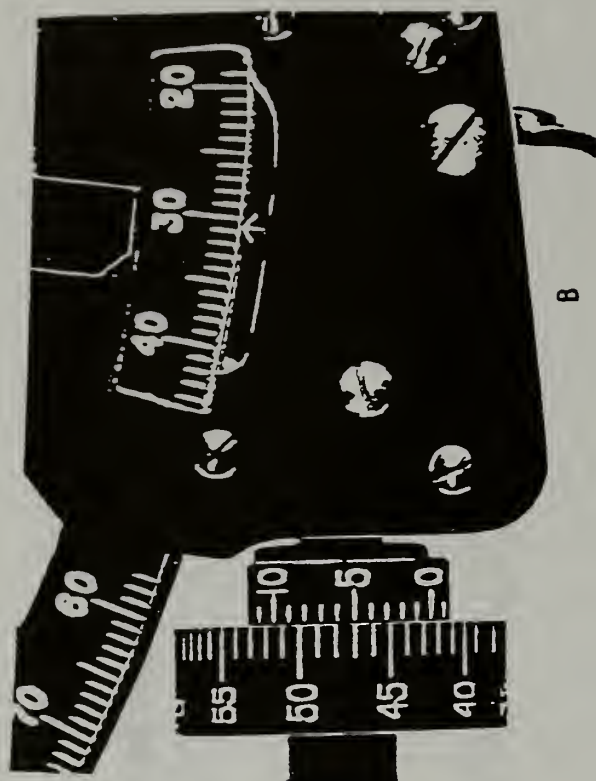
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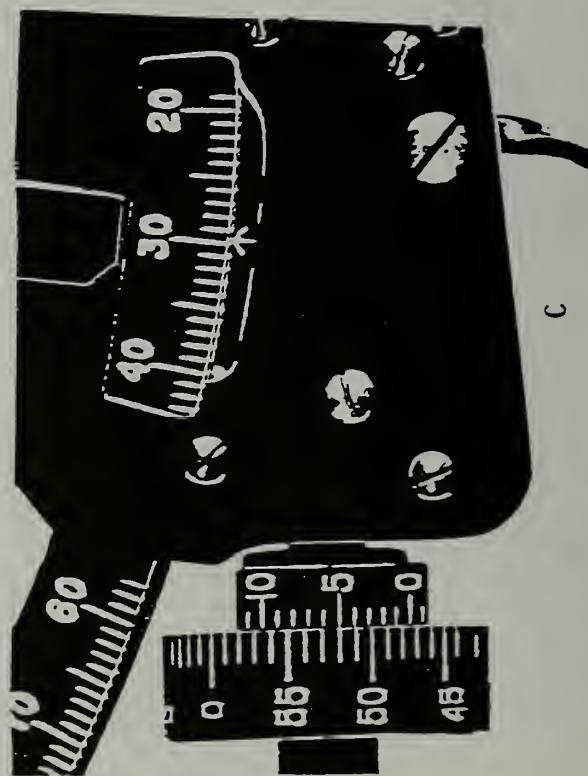
D042NG



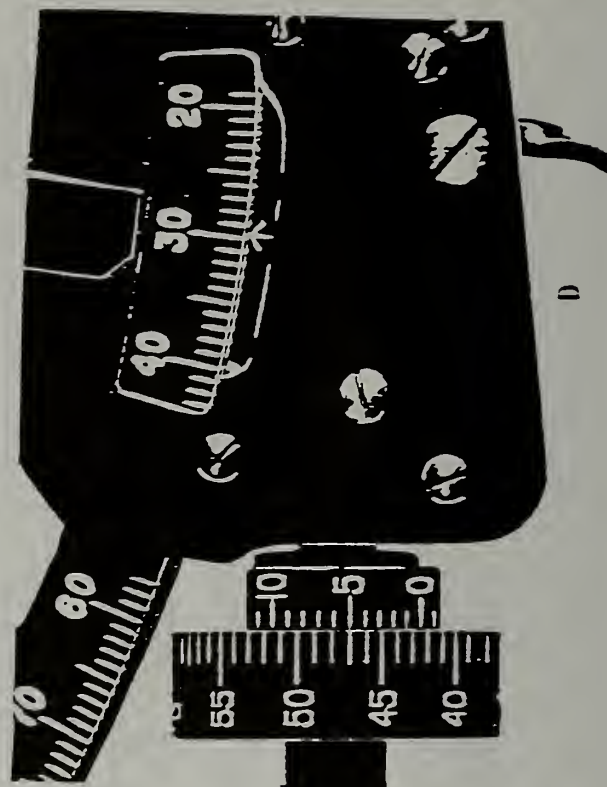
A



B

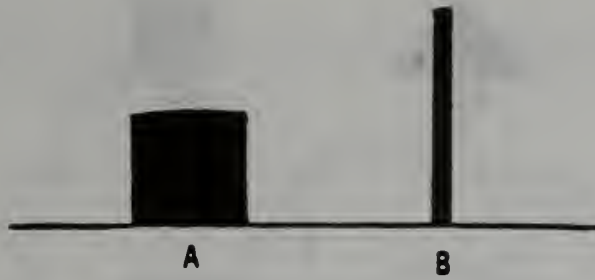


C



D

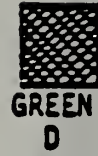
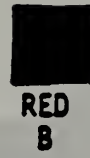
D043NG



D044NG



D045NG



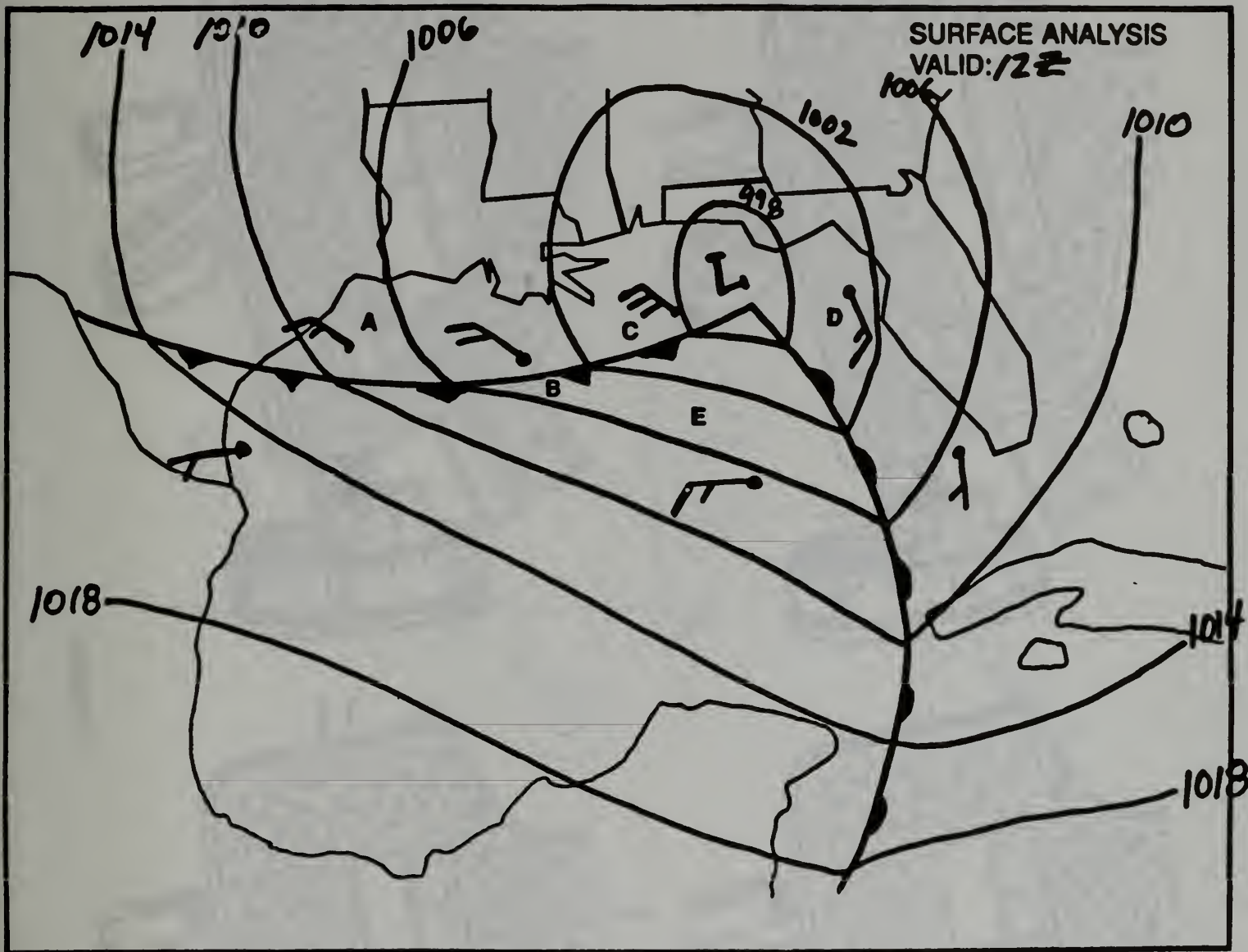
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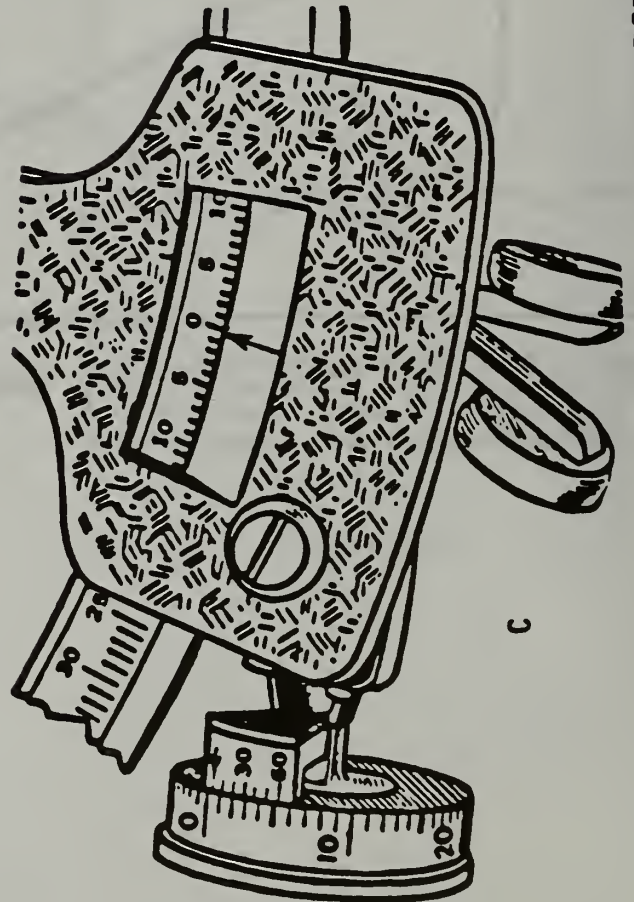
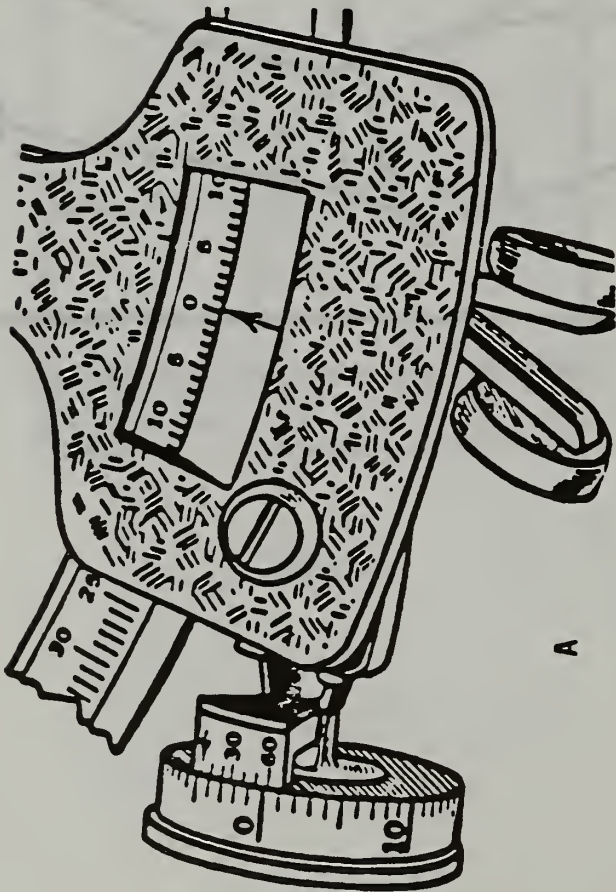
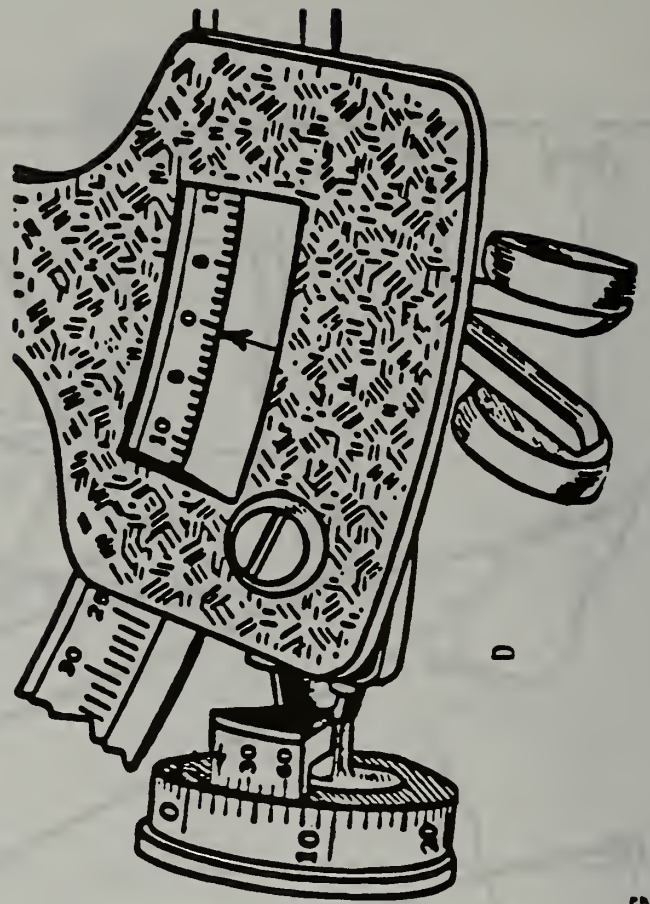
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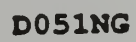
D048NG



D049NG

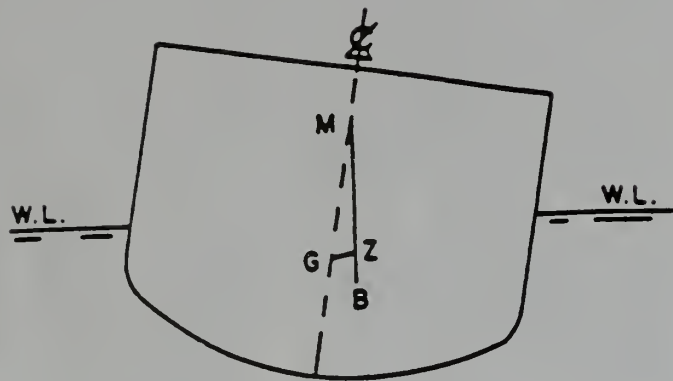


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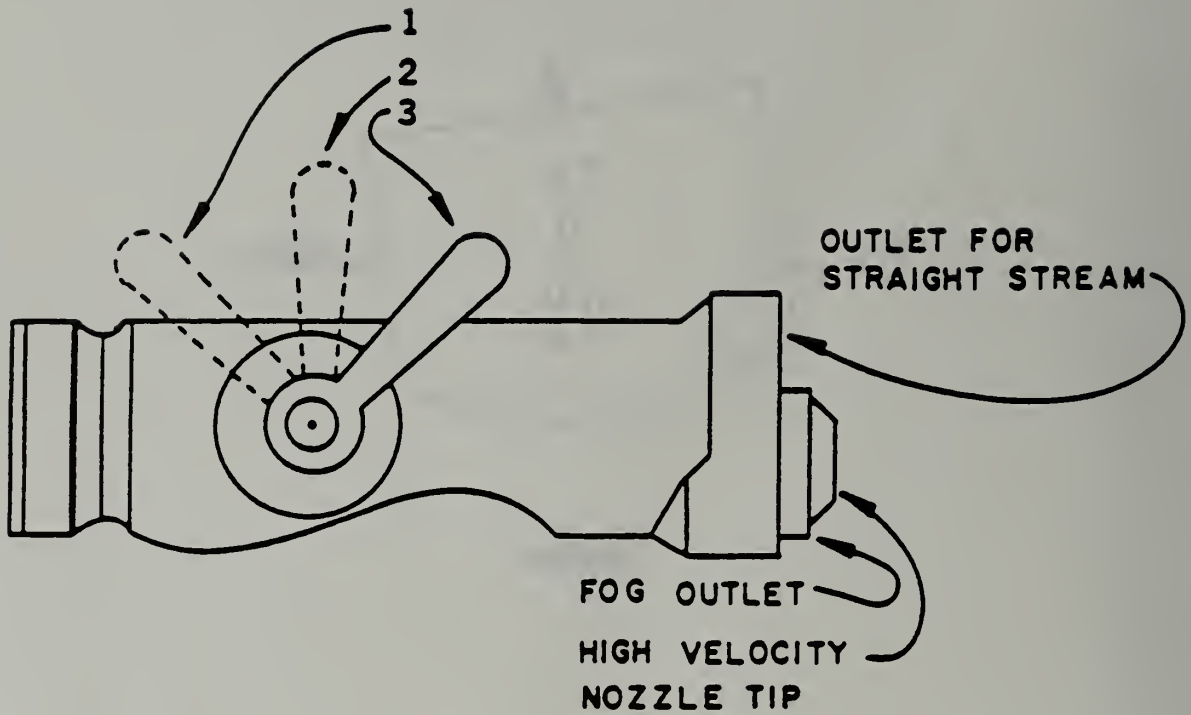
SAFETY

CHAPTER 4 SAFETY

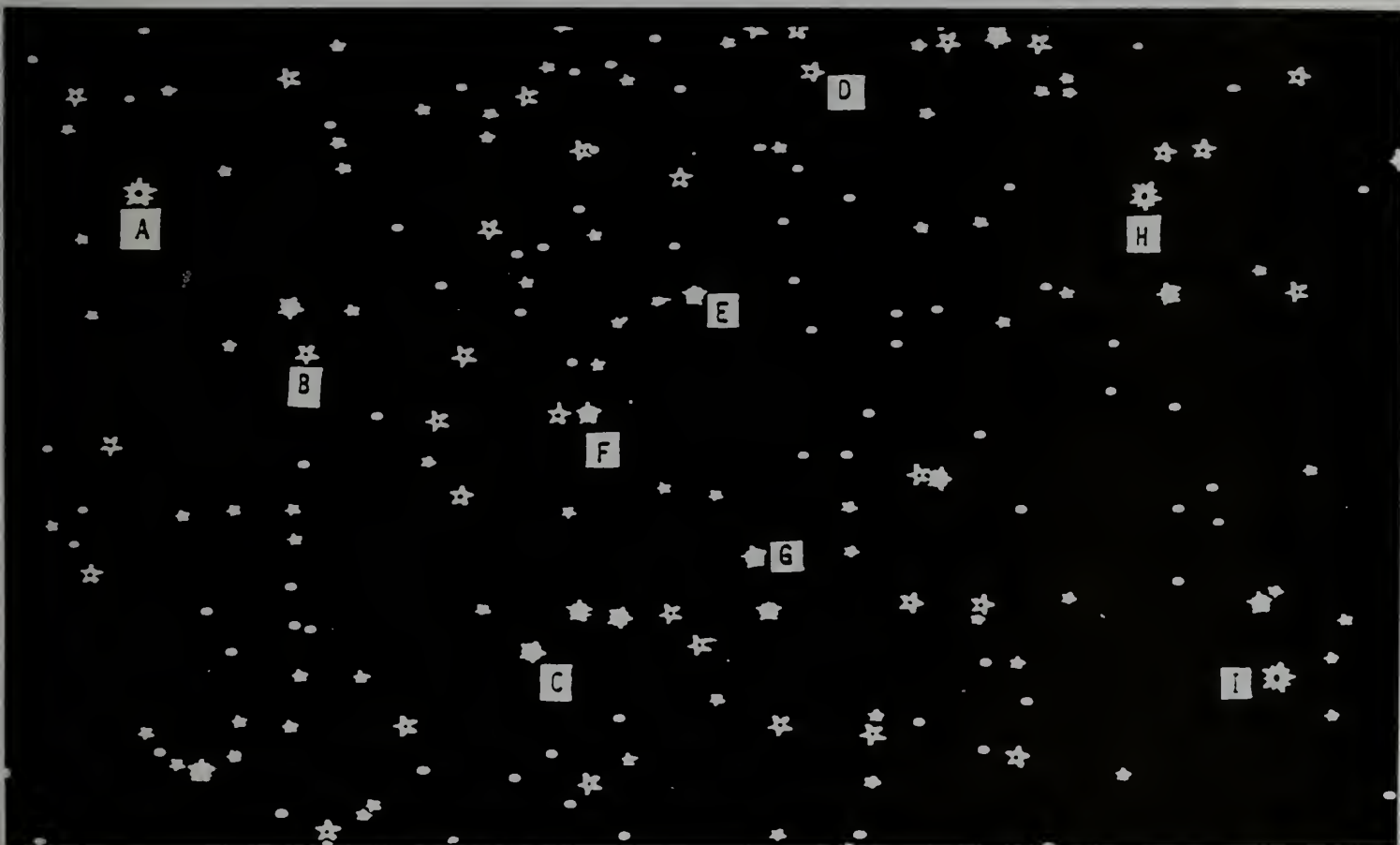


D001SA

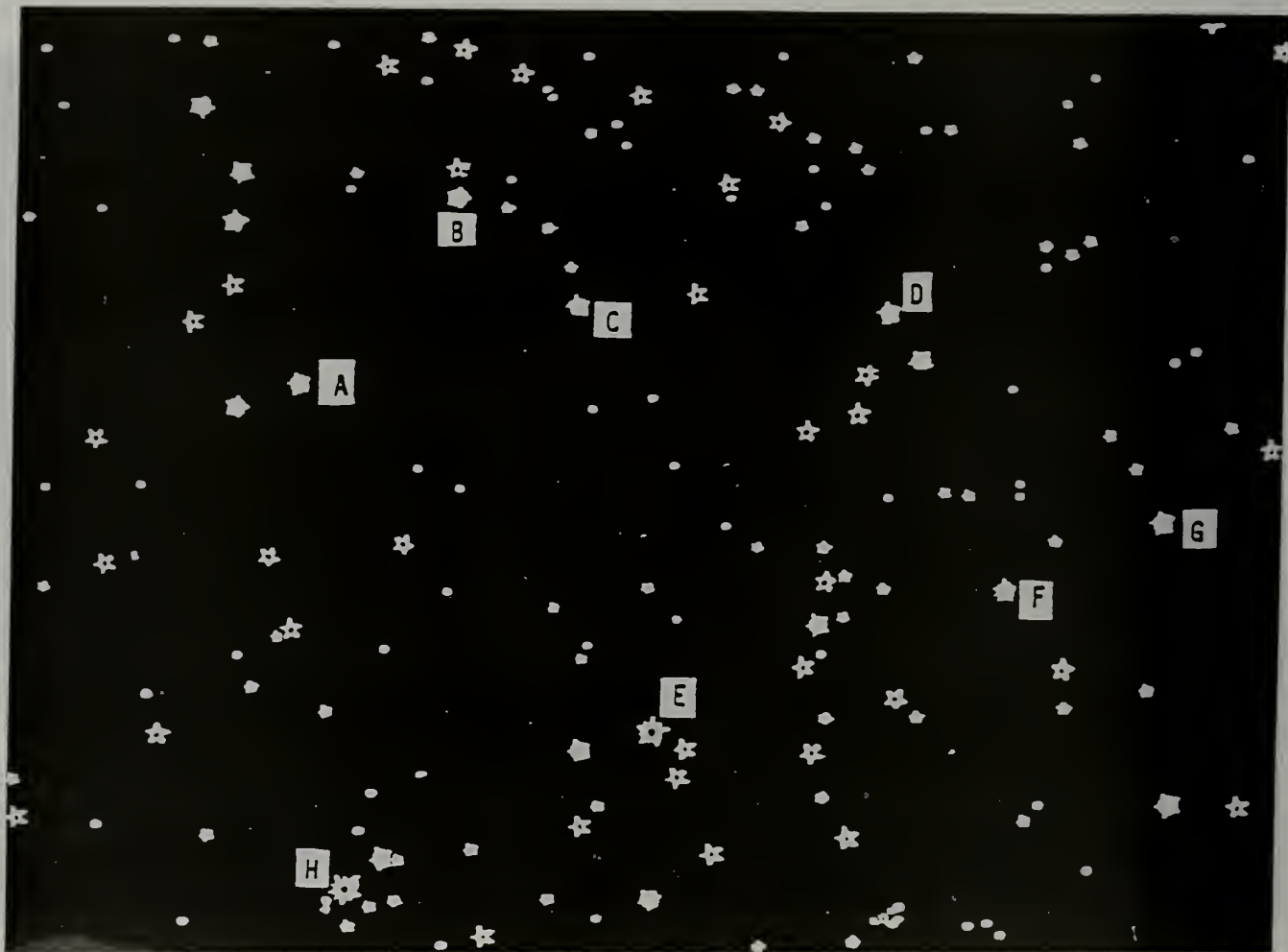
D002SA AND D003SA: RESERVED



D004SA



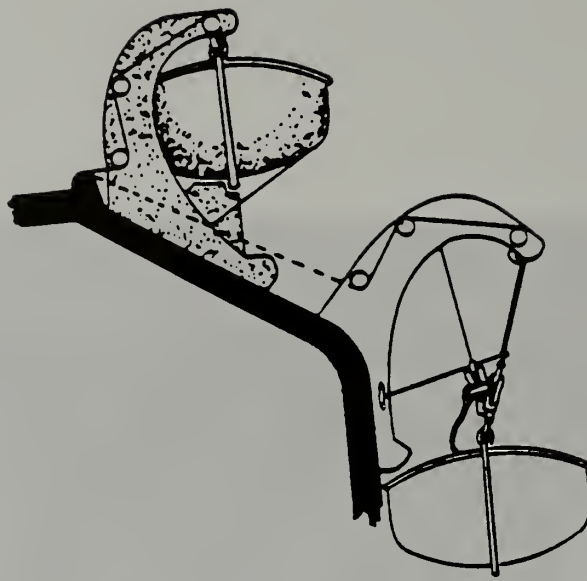
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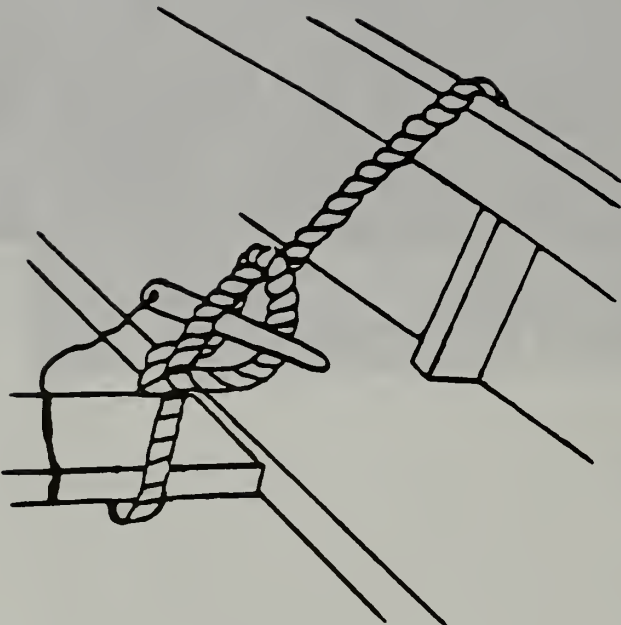
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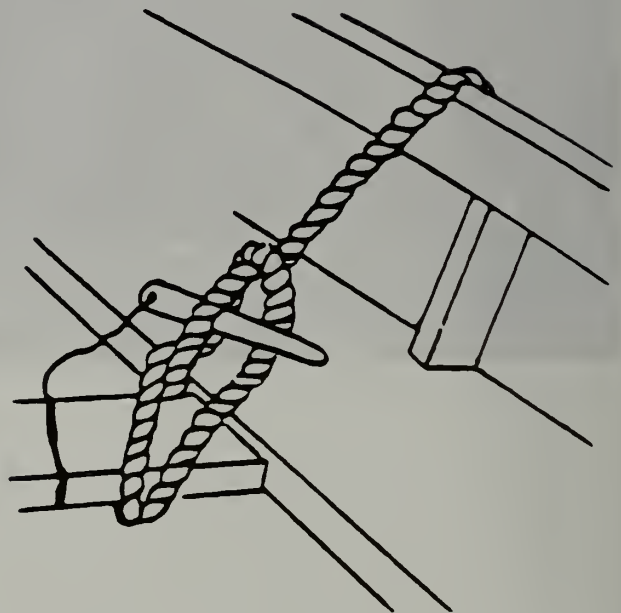
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D008SA

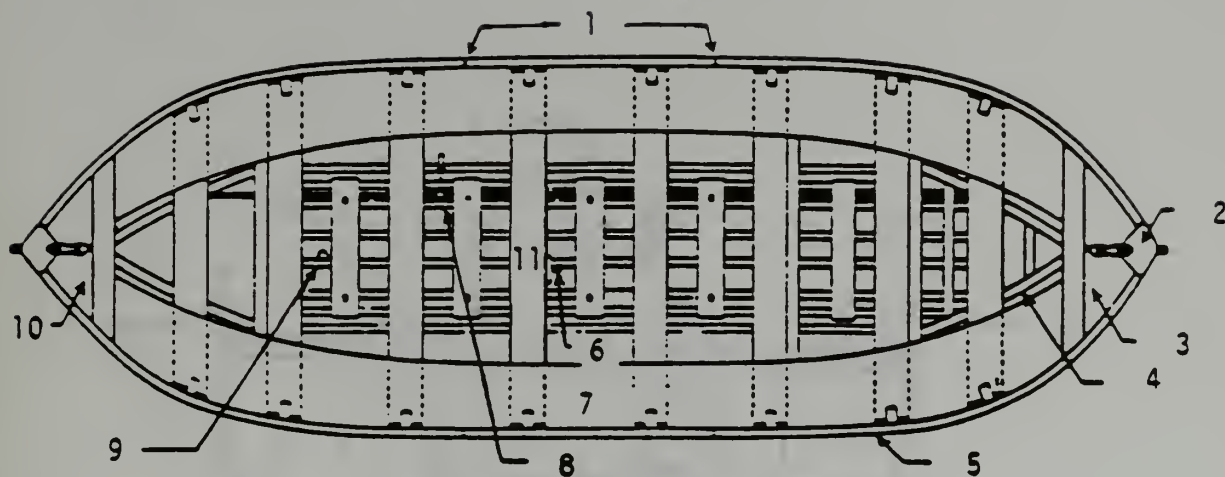


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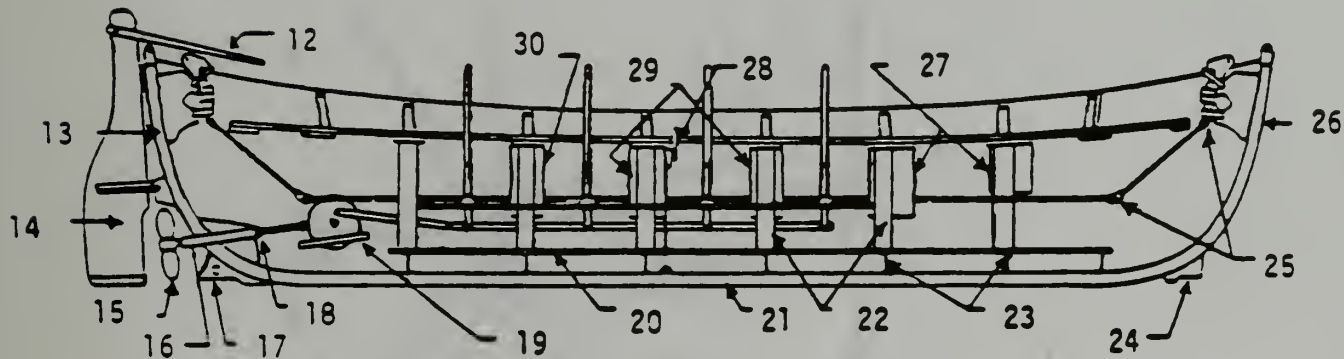


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D009SA

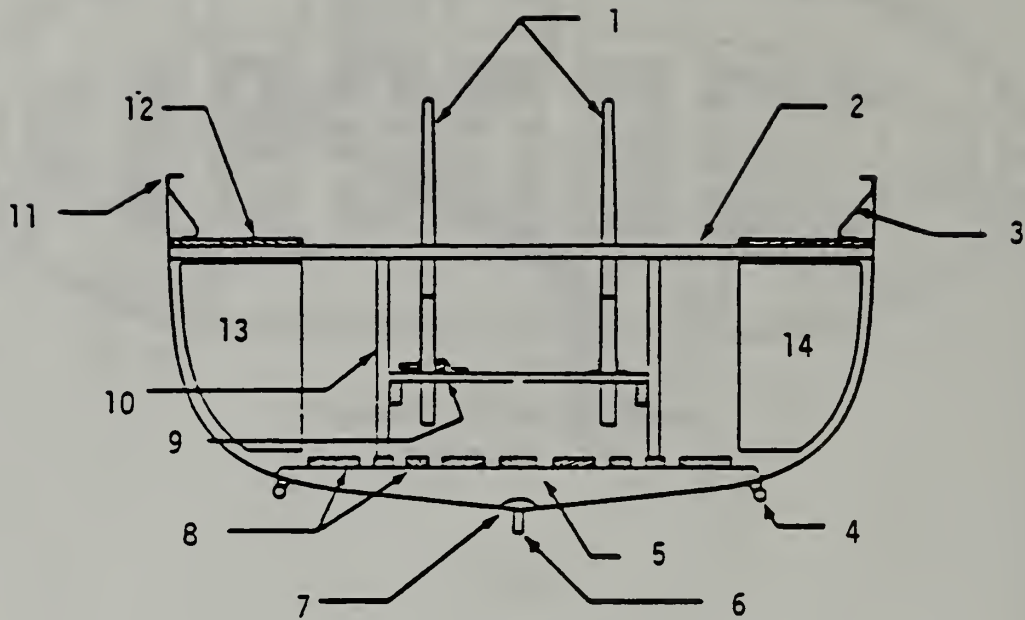


HAND-PROPELLED LIFEBOAT
View from above

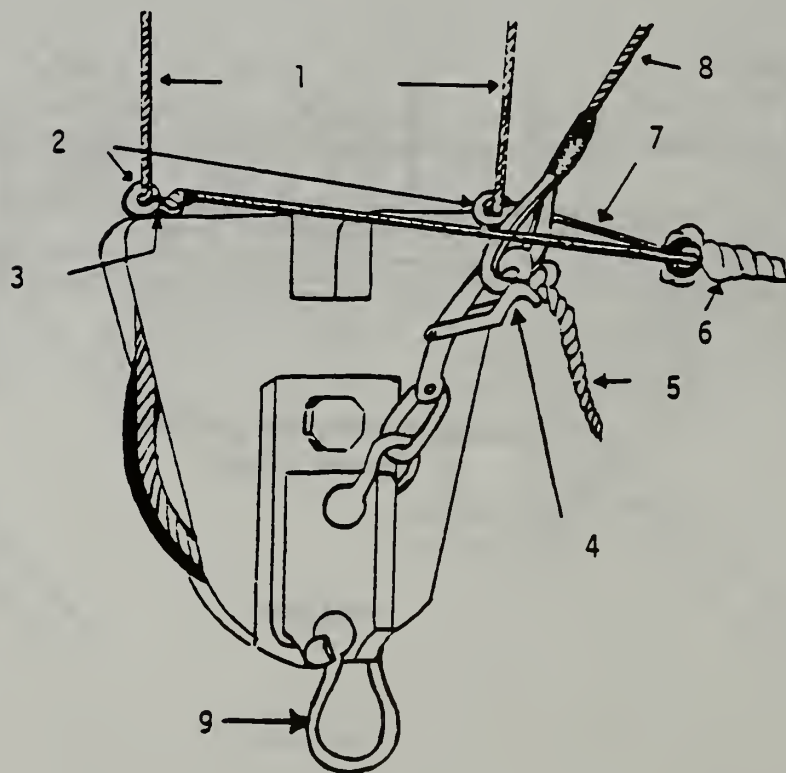


HAND-PROPELLED LIFEBOAT
Profile view

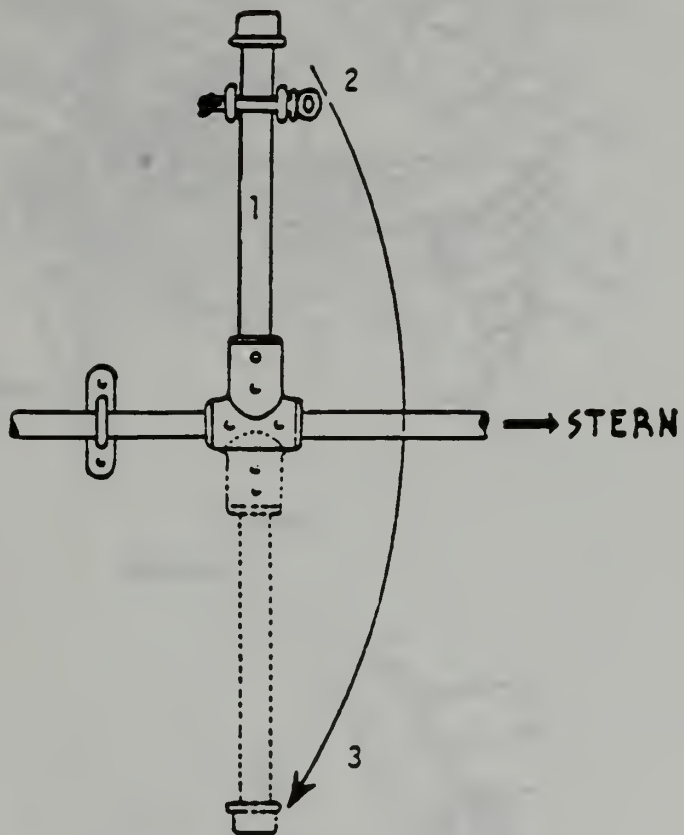
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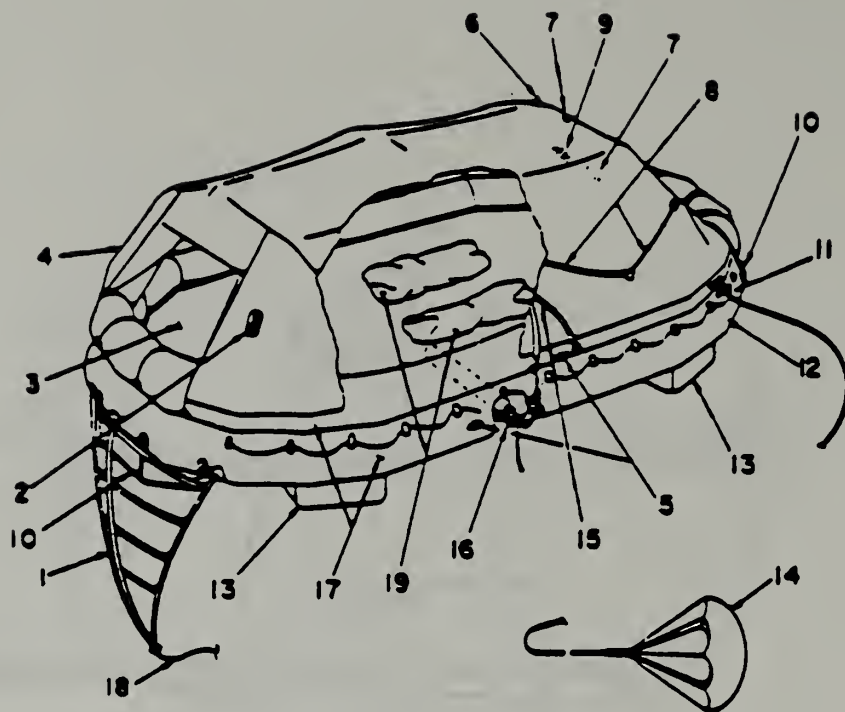
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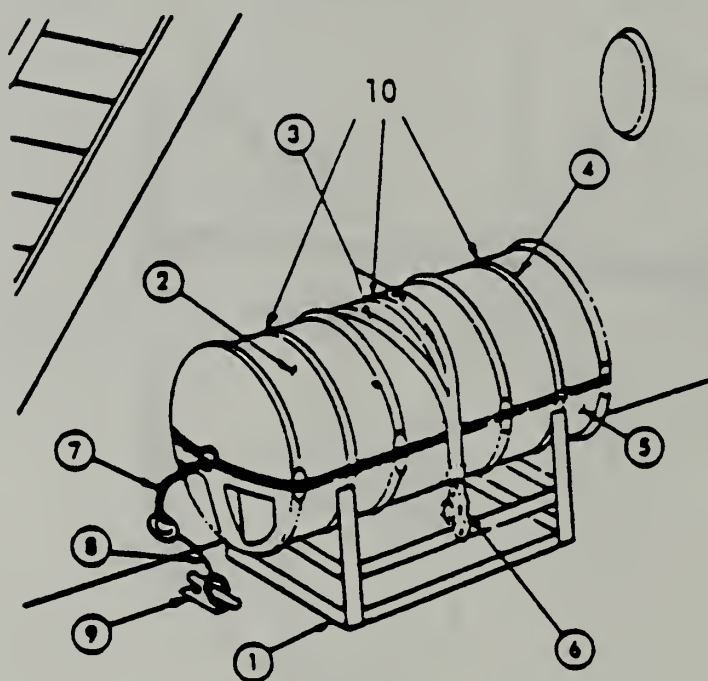
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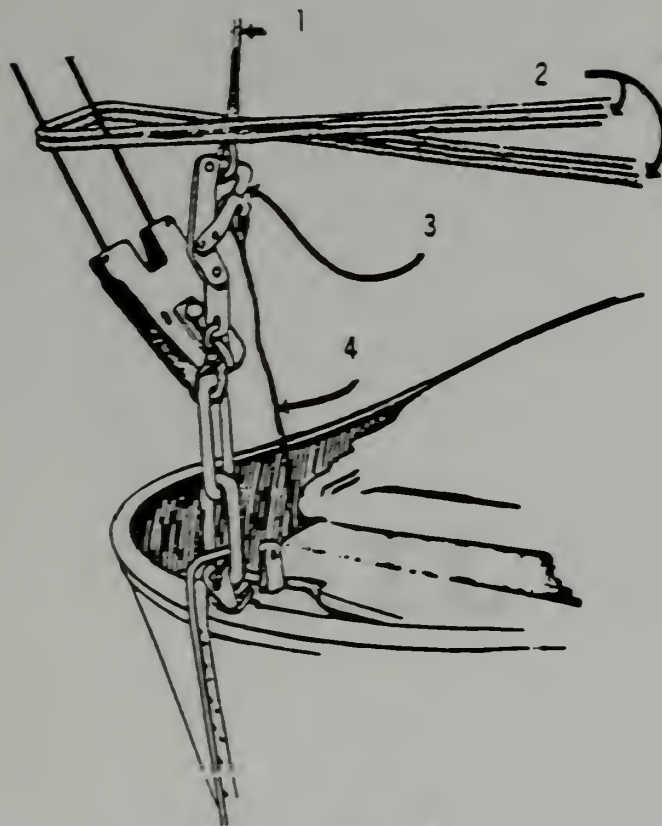
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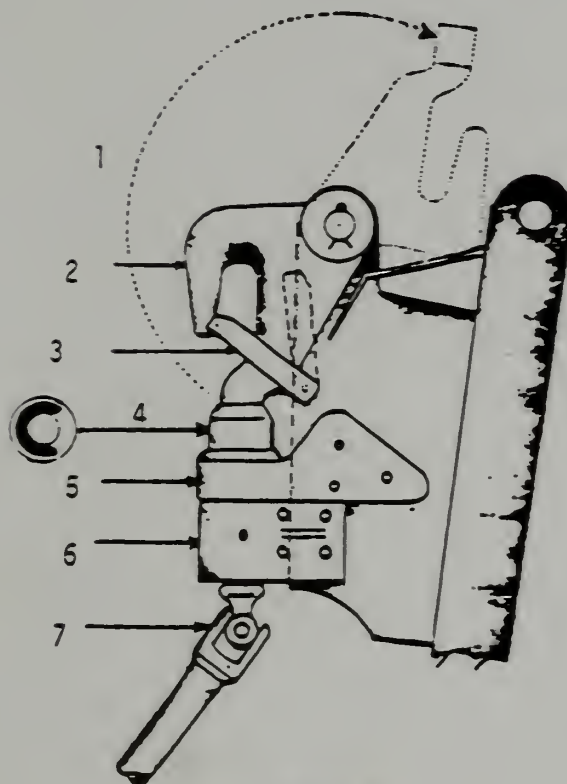
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D015SA



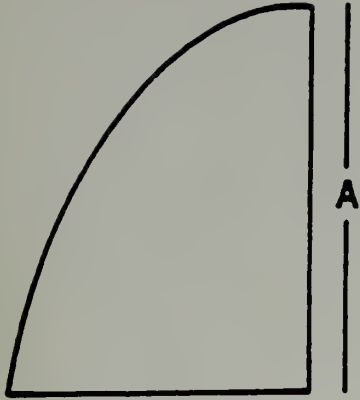
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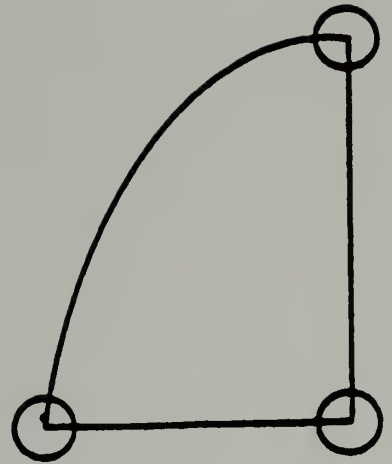
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SAIL

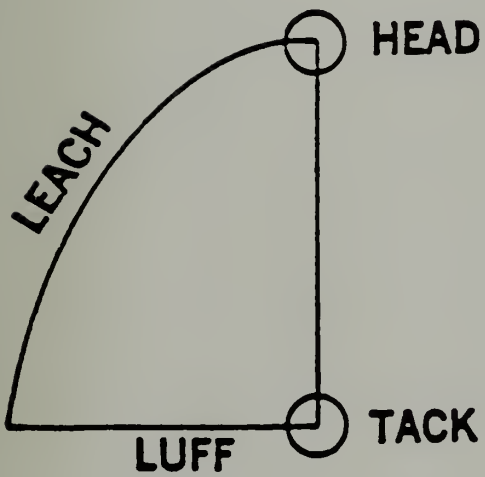
CHAPTER 5
SAIL



D001SL



D002SL



D003SL

